

GREAT INCREASES  
IN VALUE IN BURNT  
AREA OF CHELSEA

Average Cost Shown by Figures to Be About Two and One-Half Times That of Old Buildings.

## MILLIONS EXPENDED

Upward of One Thousand Families Housed in New Tenements and Many Public Structures Built.

Chelsea's progress in rebuilding was reported upon by the board of control this afternoon and the showing is rather surprising. Although only one-fifth of the area burned over on April 12 and Sept. 21 has been rebuilt, the value of the structures erected on that one-fifth figures almost exactly two and a half times what the same land's buildings were worth before.

It appears that the final valuation of building within the two burned areas when fully rebuilt will be upward of \$13,750,000, the old figures having been \$5,500,000 for taxable property burned on April 12. With so many valuable structures it also is evident that the land values would jump considerably.

The value of the taxable property destroyed by the two fires was about \$6,000,000, so that it seems fairly certain that within a few years, Chelsea will have regained what it lost and added fully as much more within the burned areas, not to reckon whatever gains are made in other parts of the city, which already are of good size.

There have been erected throughout the city since the middle of last May brick, concrete and wooden tenement houses accommodating 1021 families, which, at an average of six persons each (which will not be high for Chelsea's population with its large percentage of foreigners), would mean 6126 people, 229 stores, 85 factories, six churches, two banks and a considerable number of other buildings.

The number of permits for new buildings granted from May 19, 1908, when the work was allowed to begin following the adoption of new building ordinances made necessary for better protection against fires, to Dec. 31, 1908, was 412. The number of new buildings actually erected or begun on the last day of the year was 392, this number referring only to those within the areas burned on April 12 and Sept. 21. Of this number 177 are built of brick and are estimated to have cost \$1,849,753, 114 of them having been completed; 204 are of wood, estimated to have cost \$352,400, of which 144 have been finished, and 11 are of concrete construction, estimated to have cost \$95,150, and of which all are finished.

The new buildings comprise 132 brick apartment houses, arranged for 350 families; 182 wooden apartment houses, to accommodate 501 families; four concrete houses, for eight families; 130 stores, 52 offices, 23 stables, 35 manufacturing, sheds, etc.; two fine banking buildings, each of fireproof construction, one of white marble and one of buff brick; two churches and five public halls.

The new public buildings comprise two schoolhouses with 48 rooms, estimated to cost \$323,500; two engine houses, to cost \$68,100; addition to house of engine 1, \$2500; city stables, concrete construction and fireproof, \$40,650; Frost Hospital \$50,000; State Armory, \$42,800. The total for new public buildings is given as \$527,550.

Outside the fire areas, the number of new buildings erected or begun was 64, of which 23 were brick, costing \$115,084, all completed, and 41 were of wood, costing \$115,084, 31 being finished. These buildings include six brick apartment houses, for nine families; 23 wooden

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## REMOVING JUROR HALTS TRIAL.

NASHVILLE, Tenn.—Removing Juror J. S. Leigh, who had been attacked by the state in the Cooper-Sharp trial, Judge Hart today created a situation that brings the trial to a temporary end. The attorneys for the defense declare that, inasmuch as the credibility of one juror has been assailed, the other eight men who have been locked up with him should be discharged. Judge Hart disputes this and will render a decision later.

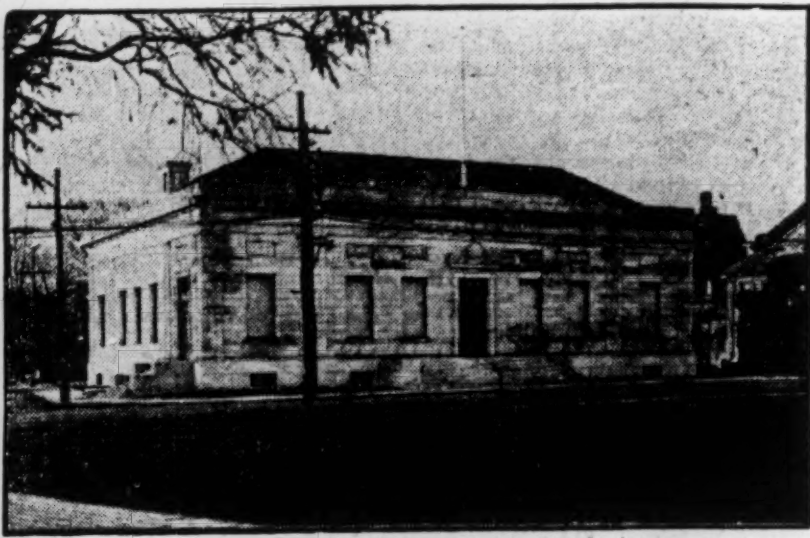
## WINTHROP PARKWAY CONTRACT.

The Metropolitan park commission has let the contract for grading Winthrop Parkway, which crosses a small promontory from Eliot Circle to Leverett avenue, Revere, to Richmond F. Hudson of Melrose, lowest bidder, who has agreed to complete it by June 30 for \$24,950. The distance is a little less than one half mile.

## ATTACK KOREAN RULER'S TRAIN.

PING YANG, Korea.—While the imperial train, with the Korean Emperor and high officials on board, was nearing this place one of the Emperor's aids stabbed Sung, minister of the interior. He will live. A bomb was also thrown at the train, but no one was injured.

## New Federal Building at Quincy



NEW FEDERAL BUILDING AT QUINCY, MASS.

The structure stands on Washington street in its own grounds, and contains postoffice accommodations.

QUINCY, Mass.—The new federal building for Quincy, work on which was begun last year, is practically completed and as soon as the furnishings arrive it will be opened for business.

The new building is on Washington street a short distance from City square. It is a granite structure one story high with a frontage on Washington street of 87 feet and a depth of 65 feet on Maple street. The main entrance is from the Washington street side through swinging glass doors. There is also an entrance from Maple street. Both these entrances lead into a wide public corridor finished in green Vermont marble. On the opposite side of this corridor are the private mail boxes, the stamp, general delivery, money order and registry windows. The two latter windows opening into a room separate from the main work room. This main work room is large and well lighted and entirely free from posts. On the southerly side of Maple street side of the building the private office of the postmaster is located.

The mail pouches are received and despatched by a door in the rear of the building. In the basement there is a large store room, a coal room with a capacity of 80 tons, a carriers' lounge room and a meter room in which are located the electrical switches and valves that control the water system. The appropriation for the land was \$12,000 and \$85,000 was appropriated by the government for the building. It is expected that the building will be opened for business early in February.

NEW HUDSON RIVER TUNNEL  
FINISHED WITHOUT FATALITY

World's Speed Records Are Broken in Completing the Great Bore Under the River to New Jersey—Done by Dynamite.

NEW YORK—With the splendid record of not a single fatality, two sections of the great Jersey City-Manhattan tunnel were joined under the North river on Wednesday afternoon. The dynamiting of the last four feet of rock that separated the two ends of the tunnel marked the third tube the Hudson & Manhattan Railroad Company has built under the river.

Twelve dynamite charges were used in blowing down the rock. Then a glimmer of electric light was seen from either side, and the men who had started in the tunnel from opposite sides of the river met and shook hands. The officials of the company were proud of the fact that not only did the work mark a new record in tunnel construction, but also that not a fatality occurred in the boring and blasting operations. Charles W. Jacobs, chief engineer, gathered the workmen about him in the tube and, after complimenting them, said he was authorized by the company to give an extra day's pay to every man.

It was at 3:27 p. m. that the two parts of the bore were united. The center line of the two sections met within a fraction of an inch. By July 1 passengers will be carried through the tunnel.

Several of the men invited to view the joining of the tubes were unable to

stand the air pressure and had to return to the starting point on the Manhattan side. Those who remained were taken to the last lock and anxiously awaited the setting off of the dynamite. When the blast went off there was a roar that seemed to make the sides of the bore quiver. Then came a rush of smoke and a back rush of air that blew off the hats of all those present.

When finally the air was cleared of the smoke the electricians and linemen strung lights. Then Chief Engineer Jacobs made his little speech. He said: "You have made two world's records in tunnel construction," he told the men. "Your first record was made in driving the shield through the silt formation and placing 2 feet of tunnel lining, ready for track work, in 24 hours. Your second record was made in blasting through 300 feet of rock in 30 days."

"I am thankful beyond words that not a single fatality occurred during the construction of this tunnel, and as a slight appreciation of your work I am authorized by the management to add an additional day's pay to your envelopes."

A cheer went up from the workmen and then all hands passed through the hole made by the dynamite.

HOLSMAN CAR  
IN SECOND PLACE

WINSTED, Conn.—Just two hours and a half behind the leader, Mitchell No. 1, which arrived here at 8:28 a. m., the Holzman car in the Hartford to Pittsfield and return endurance run, arrived here at 11 o'clock and left after a brief stop. Word from the Berkshires states that the Mitchell car smashed a bridge between Sheffield and Great Barrington and delayed it more than an hour. Driver Smith in the Mitchell had hard luck at the outset, hitting a telephone pole near Avon and bending his forward axle and smashing his hood.

Maxwell No. 2, driven by King, went into a ditch on Talcott mountain and is apparently out of the race. All the machines are impeded by the ice. The route is 156 miles, returning from Pittsfield by way of Springfield, Mass. Word reached Springfield at 1 o'clock that only two machines had shown up in Pittsfield. The others were said to be entirely out of the race. Control F. W. Hersey of Springfield, who assumed charge of the run after the cars left Pittsfield, was informed that but two cars would come through that city. A heavy fall of snow in the Berkshires proved a great hindrance to the participants in the run.

The following are the contestants in the run:

James M. MacDonald, in Maxwell No. 1; Lieut. Herbert S. King, in Maxwell No. 2; Robert Miner, in Buick; Benjamin Smith, in Mitchell; J. F. Humphreys, in high-wheeled Holzman.

The minimum time for the run is eight hours.

FLEET IS HEADED  
FOR TETUAN BAY

TETUAN, Morocco.—From Algerian, French and Turkish waters the great fleet of American battleships is now headed for Tetuan bay, where it will assemble preparatory to sailing on the last leg of the record breaking cruise around the world.

To this little town on the north Moroccan coast has fallen the honor of seeing the 16 battleships and the auxiliary fleet riding together in the bay. No attempt will be made to fittingly welcome the fleet, but nearly the whole populace of Tetuan and the surrounding country will gather to get a glimpse of the silent sea fighters. The fleet is scheduled to be at Gibraltar on Feb. 6.

TRAIN IS STOPPED  
AT BURNING BRIDGE

NEW YORK—More than 100 bankers, lawyers and attorneys who patronize the "Millionaires' Express," on the Long Island railroad, were saved from running across a burning bridge over the Forge river, near Mastic, L. I., today.

When the train rounded a curve the engineer discovered the structure in flames. He managed to stop his train in time. The passengers were ferried across the river and brought to New York by a special train.

## NEW RUMOR ABOUT PU YI.

TOKIO—Private messages received from Peking today say that Pu Yi, the baby Emperor of China, is dead. The report has not been verified.

TOWER ON CUSTOM  
HOUSE AWAITS ONLY  
CONGRESS' ACTION

Collector Lyman Receives Treasury Department's Indorsement of Plan and Will Ask for Bids.

## EARLY NEWS LIKELY

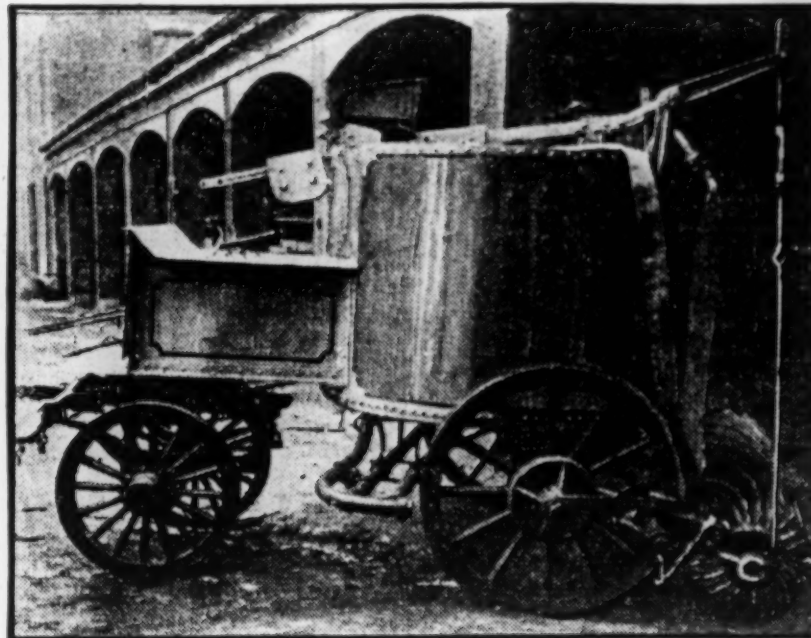
George H. Lyman, collector of the port of Boston, today received word from the treasury department informing him that the department had given its formal indorsement to the plans for the tower for the Boston custom house and that the matter is now in the hands of Congress. He was informed he might expect news of the approval of Congress at any hour.

Collector Lyman stated that the work of constructing the tower would be commenced as soon as he received word of the official approval of Congress to the plans submitted, and although the matter of fixing the appropriation and of having the sum of \$500,000, appropriated for the purpose of a site, transferred to the building appropriation has not as yet been touched, he will advertise for bids for the opening of the work at once.

It is expected that Congress will take up the matter of transferring the appropriation for the site to the building appropriation within the next two or three days.

Collector Lyman is extremely anxious to get the work under way as soon as possible as he is extremely crowded in the present quarters, which when built were designed for the accommodation of but 120 employees. There are now 500 in the building.

## Machine Scrubs Boston Streets



BOSTON'S NEW WATER WAGON.

This apparatus flushes the pavement and at the same time a revolving rubber brush picks up all debris.

Scrubbing the streets by machinery is the latest development in the street department of Boston.

Pedestrians on Boylston and Tremont streets, the past few days, have seen the peculiar yellow vehicle shown in the accompanying photograph, washing and scrubbing the asphalt to a degree of cleanliness never before known in this city.

The machine is a combination sprinkling wagon and street sweeper. The four-wheeled truck carries an iron tank holding 700 gallons of water. This is fed to a perforated iron pipe suspended between the forward and rear wheels.

Geared to the hub of the rear wheels, and following them, is a corrugated rubber brush, two feet in diameter, and seven feet in length. It is the substitution of this rubber brush for the old-fashioned one made of bristles, that has made such a difference in the appearance of the asphalt wherever the machine has been used.

The pipe floods the street, and the rubber roller gathers up every bit of mud and refuse and deposits it in a thin line next the sidewalk, to be collected later by wagons.

So satisfactory is the cleaner that the department is said to be contemplating the substitution of similar machines for the old style separate sprinklers and sweepers at all points in the city where the streets are asphalted.

CUBA TODAY BEGINS SECOND  
TEST OF SELF-GOVERNMENT

Spectacular Features Are Lacking, but Crowds Witness the Procession and Cheer When the Oath of Office Is Administered to President Gomez.

HAVANA—Cuba today begins her second experiment with self-government. Under conditions that almost without exception augur a successful voyage for the Cuban ship of state, Provisional Governor Magoon turned the government of the island republic over to General Jose Miguel Gomez, Cuba's second President.

In order that the public might see the administering of the oath, this part of the ceremony took place on the front balcony of the palace, overlooking the Plaza de Armas. The park was densely packed and a great cheer went up when the ceremony had been completed.

The inauguration lacked the enthusiasm and spectacular features, however, that marked the birth of self government under Cuba's first President, Thomas Estrada Palma, in 1902. Liberty was a new thing then, but though the Americans have been in control for the last three years, the Cuban people have not felt at any time that their liberty was endangered and today's inauguration was not interpreted as marking such an advanced step as the ceremony of seven years ago.

There was no spectacular changing of flags today, as there was at the first intervention's end. The Cuban flag has remained up all the time. Neither was there the great evacuation of United

States troops, such as marked the first inauguration. The evacuation of the army of occupation has been going on some days and will be continued for another month. The United States government is in no hurry to send all the troops home, as it is desired to have a sufficient body of soldiers available during the first stages of the new regime.

The troops of the United States did not parade today, as Governor Magoon desired to rid the inauguration of any suggestion of United States control. In furtherance of this idea, Mr. Magoon will leave this afternoon and the battleships Maine and Mississippi will sail out of the harbor.

The supervisors of the different departments of the late provisional government will sail for Newport News this afternoon aboard a transport. Many of the clerks of the provisional government are returning to Washington, but a number will remain in Cuba, deeming the opportunities here greater than in the United States.

Governor Magoon went to General Gomez's residence in San Lazaro street an hour before the inauguration and escorted him to the palace. The route to the palace was lined by great crowds. A triumphal arch was erected in Alibisu

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CHELSEA EXEMPT  
HEARING CLOSED

Chairman W. E. McClintock of the Chelsea board of control was today before the committee on cities on the continued hearing on the petition relative to legislation to exempt the city of Chelsea from the provisions of the law relating to the rate of taxation.

He told the board that at a meeting of the bankers, manufacturers and representatives of the board of trade, it was voted to indorse the petition of the board of control with the recommendation that the rate be increased from \$12 to \$14, and that the rate should terminate in 1912. The present balance in the hands of the board is \$17,082.34. With this right to increase the board feels that it can handle the whole question.

No opposition was present and the hearing was closed.

SHELLFISH CATCH  
EXCEEDS DEMAND

A shortage in the demand for shell fish has been caused by the unusual open condition of the waters along the New England coast, which has permitted of more extensive fishing operations than in past years. Thousands of men along the coast of Maine and in the Cape Cod and Narragansett bay sections usually secure a substantial income from the result of their diggings, the markets of New York, Boston, Philadelphia and other cities being always open to clams, oysters and scallops in the absence of fish during the winter.

BROCKTON TO ASK  
LOAN FOR PARKS

BROCKTON, Mass.—An order, drawn by James Sidney Allen, Jr., will be presented at the meeting of the common council this evening, authorizing the mayor to petition the general court for authority to issue a loan of \$100,000 outside the debt limit for park purposes. The order bears the endorsement of the finance committee.

The park commissioners have requested an appropriation of \$60,000 for park purposes the present year, \$25,000 in the improvement of a site for a park on the Salisbury lake basin, \$15,000 for the acceptance and improvement of the tract of land offered by George E. Keith at Campello, near the Country Club grounds; and \$20,000 for public playgrounds, locations to be decided upon later. This matter will be passed upon by the finance committee before coming before the city council.

BOSTON MAN NEW  
CASHIER OF BANK

SOMERSWORTH, N. H.—It was expected that during today and Friday the balance of the voluntary assessment asked by Receiver Bean of the defunct First National Bank would be contributed by the stockholders so that everything would be in readiness to reopen the institution next Monday.

It is stated unofficially that the cashier selected to succeed Varney is M. L. Stevens, a former Somersworth man, now in the paymaster's department of the Boston & Maine.

NEW CAR FENDERS  
PETITION, REVIVED,  
IS ARGUED TODAY

Ex-Representative O'Rourke of Worcester Renews the Seven-Year Appeal for a Safety Equipment on Cars.

## ROADS BLOCK PLEA

Rests in Hands of State Commission, They Say, and the Board Has Found Change to Be Inadvisable.

Ex-Representative Hugh H. O'Rourke of Worcester appeared before the committee on street railways this morning in behalf of his own petition for legislation to compel the equipment of every street railway car in the state with fenders, lifting jacks and wheel guards. These petitions have been before the Legislature for the past seven years.

In opposition, Attorney Bentley W. Warren for the Massachusetts Street Railway Association said that the railroad commission has ample authority to compel the equipment of street cars with necessary appliances. The commission has made several very thorough investigations and has been unable to find a fender which it would recommend.

Lifting jacks of themselves would be of no use without the beams, etc., which go with them and which are carried on the wreckers and which could not well be carried on the passenger cars.

J. Otis Wardwell for the Boston Elevated Railway Company said that the street railways would be glad to equip their cars with any devices which would save life, not alone from the humanitarian standpoint, but from that of business. The Elevated company pays an average of \$800,000 a year in settling accident claims, and would be glad to reduce this figure if a practical fender had ever been produced, but it has not. The hearing was closed.

The committee then gave a hearing on the petition of the Old Colony Street Railway Company for authority to run cars over the tracks of the Fore River Shipbuilding Company. Attorney Warren explained that many employees of the company live along the line, and if this legislation is passed it will be possible to run cars during the rush hours into the works and take them aboard without compelling them to walk three quarters of a mile. Treasurer J. A. Sedgwick of the shipbuilding company also favored the bill.

There was no opposition and the hearing was closed.

MILLIONS IN FARES  
ON GOTHAM LINES

NEW YORK—The subway and elevated lines in Manhattan collected 460,870,208 tickets in the last fiscal year. This fact is disclosed in the annual report of the Interborough Rapid Transit Company to the public service commission.

The total amount taken in by the Interborough for the year from passengers was \$24,000,128.28. This is an increase of \$1,606,495.18.

These figures are given in the report as to the travel over the subway and elevated lines: Second avenue elevated, 45,189,264 passengers; Third avenue elevated, 122,624,928 passengers; Sixth avenue elevated, 84,054,338 passengers; Ninth avenue elevated, 30,977,334 passengers; subway division, 200,439,776 passengers; total, 483,285,640 passengers.

The number of employees of the Interborough is 9521. The total cost of operating the Interborough lines is put down at \$10,722,694.66.

VANDERBILT NOT  
IN COURT TODAY

Harold Vanderbilt, the Harvard student who was commanded to answer to the charge of violating the automobile speed laws, did not reply to the summons today in the Boston municipal court.

The summons was served on young Vanderbilt Wednesday evening, but law provides that a summons must be served at least 24 hours before the convening of the court, and Mr. Vanderbilt acted on this technicality. Another summons will be issued today.

HOPKINS LOSES VOTES IN CONTEST  
SPRINGFIELD, Ill.—One vote on senator was taken today. It resulted: Hopkins 72, Foss 19, Shurtliff 14, Stringer 74, Mason 4, McKinley 1, Lowden 1, Calhoun 2, Sherman 2, Yates 4.

## Weather Forecast

United States weather forecaster's observations at 8 a. m. in Boston: Temperature 30 degrees; wind northwest, 17 miles an hour. High tide at 4:22 a. m. and 4:50 p. m.

Following is the forecast: New England and local: Friday fair and warmer. Moderate to brisk north-west winds diminishing and becoming variable. Minimum temperature 18@22 degrees.



## EX-BANKER KEIRAN TELLS OWN STORY OF FIDELITY DEAL

Details How Five Million Dollar Loss Was a Direct Outgrowth of Acquiring Great Trust Company.

NEW YORK—Patrick J. Keiran, head of the insolvent Fidelity Funding Company, which recently failed for a sum estimated at \$5,000,000, voluntarily appeared before United States Commissioner Alexander today and seemed willing to make a clean breast of affairs which led to his financial embarrassment.

He hinted that larger financial concerns were at the bottom of his troubles, which he attributed primarily to the refusal of one institution of this city to return to the Fidelity Funding Company securities which Keiran and some associates deposited with the trust company while attempting to swing a deal for the controlling interest in the Windsor Trust Company.

The trouble started, he said, with a deal in which he was invited to participate which tended to swing control of the Windsor Trust Company. He said he was informed that the control of a large trust company in New York having a capital stock of \$2,000,000, surplus of \$4,000,000 and deposits of \$5,000,000, could be had for the payment of \$536,000.

Detailing the attempts to secure control of the Windsor stock, he said the Hanover National Bank refused to have anything to do with the deal if George W. Young, president of the Windsor, was connected with it. When they approached the Stirling National Bank a bonus of \$100,000 was demanded for the risk which the bank officials considered the deal involved.

The negotiations were finally closed with the Stirling bank, it being agreed that Keiran and his associates would give notes in the sums of \$100,000, \$255,000 and \$100,000.

Here is where the Fidelity company became involved.

The deal was closed on a Saturday in September and Keiran left that night for Chicago. He returned to New York Monday.

The deal was halted and Keiran said that a demand was made on the Windsor for the securities deposited by the Fidelity Funding Company, which he said were refused then and have never been returned to the Fidelity company since. Keiran left the impression that without this credit the company went on the rocks.

The hearing was continued until next Wednesday.

## POSTAL CLERKS' BALL A SUCCESS

Ten thousand persons were present at the annual ball of the Boston Postoffice Clerks' Mutual Benefit Association in Mechanics' building Wednesday night. Mayor George A. Hibbard, Postmaster Edward C. Mansfield and other heads of the postal department were guests.

The decorations consisted of a banner bearing the name of the association and "Welcome," and a life-sized painting of Postmaster Mansfield. From the ceiling were draped streamers of red, white and blue bunting.

President William H. Driscoll, with Mrs. Driscoll, led the grand march and behind them were nearly 200 couples.

The reception committee consisted of John L. Murphy, chairman, Terence J. O'Donnell, John J. Ward, Stephen Lucet, Thomas J. Comerford, Joseph A. Lyons, Matthew Fallon and D. J. Driscoll and 100 others.

William H. Driscoll was marshal and H. J. Donahoe, J. A. McMahon, E. W. Connors, T. J. Callahan assistant marshals. J. A. Cahill was floor director and George A. Sullivan and David A. O'Keefe assistants.

## BOSTON SPENDING BIG NEEDLESS SUM

Boston is spending \$150,000 for work which ought to be done by private individuals, according to a report made by the finance commission to the mayor and council Wednesday evening. The commission had in its employ X. N. Goodnough, an engineer of the state board of health, who, at its request, has made an investigation of city sanitation. The present superintendent of streets agrees with Mr. Goodnough that by the adoption of better methods \$150,000 can be saved, as he has saved \$47,343 over the year 1907-8, says the report.

The law does not require the city to collect ashes and other refuse from buildings other than dwellings, hotels being under the term dwellings, says the superintendent. The city has removed refuse from manufacturing places and restaurants at a yearly expense of \$150,000, which might be saved, in his opinion.

## BOSTON GERMANS HONOR EMPEROR

The fiftieth anniversary of the birth of the German Emperor was celebrated Wednesday by the German people of Boston. The German Veterans' Society, known as the "Deutscher Veteranenverein Prince Heinrich," held a concert, banquet and dance in honor of the occasion.

Curt Sahr was toastmaster. W. T. Riecke, the German consul in Boston, spoke.

## LINER REPUBLIC'S OWNERS FILE SUIT IN TWO MILLIONS

NEW YORK—The White Star Line, today in the U. S. district court filed a libel covering estimated damages of \$2,000,000 against the Italian steamship Florida, her freight and passenger money. This is the first action for the purpose of determining the responsibility for the sinking of the liner Republic as a result of a collision with the steamer Florida early last Saturday morning.

An action is expected in the admiralty court that will start the inquiry as to the responsibility for the collision.

The question of the speed of the two vessels at the moment of the collision in the fog promises to give grounds for much contention. The Italian liner's officers maintain that she was going at half speed. Those of the Republic say that the Republic was proceeding at a very slow and perfectly safe rate. It is likely that the lawyers of either side will severely attack the question of the speed of the other side's ship.

Unofficially P. A. S. Franklin, vice-president and general manager of the Mercantile Marine, refuted the statements given out by the agents for the Italian line Monday concerning the speed the Republic was making.

"What we have already learned from the questioning of Captain Sealby and the officers who were with him on the bridge," said Mr. Franklin, "has been sufficient to make us doubt the truth of the story that the Republic was making high speed. She was traveling at reduced speed, for she was in the hands of careful navigators and they found themselves enveloped in a heavy fog; they would hardly have been going at a high speed under that circumstance. As to the Florida's speed, it could not have been so slow or she would not have torn such a hole in the Republic's side."

The officials of the International Mercantile Marine Company have requested the Standard Oil Company to forward them a copy of a report that had been made to the Standard's marine department by Capt. Fenlon of the Standard's towing steamer City of Everett that the captain of the Republic refused to accept a tow or the use of the City of Everett's pumps.

John P. Kirlin, attorney for the White Star line, said today in regard to the City of Everett's offer:

"When the facts are correctly understood it will be seen that the actions of Captain Sealby throughout were characterized by the highest discretion and prompted by motives of the most praiseworthy humanitarianism."

"I will say unequivocally that the White Star representatives approve and vindicate the conduct of Captain Sealby in each and every particular. They find nothing that he did that might have been done better, nor did they find anything that should have been done which he omitted to do."

"Captain Sealby would not have grudged, nor would his company, the payment of large salvage if the Republic could have been saved, but his first concern was for the safety of his passengers, as every rule of the sea and of humanity dictates."

## Theater Manager Wants "Jack" Binns on the Stage

NEW YORK—John Robinson Binns, or "Jack" Binns as he will be registered on the roll of immortals, left for Philadelphia Wednesday night to consult with a theatrical manager who is anxious to have him capitalize his heroism.

Despite the adulation that has been showered upon him the youth who manipulated the wireless key on the Republic has not yet been convinced that he did anything to warrant it. His 25 years have been filled with adventure. He was born in Brigg, Lincolnshire, Eng., on July 4, 1884. The date of his debut shows that even at that early age he possessed rare discrimination.

He has laughing blue eyes, sheltered by shaggy brows. His forehead is high, his nose is inclined to be "pug" and his teeth, white and strong, are in perpetual evidence. Said he:

"I had no brothers or sisters. After school days I got a job on the Great Eastern Railway. I was 14. I might have been railroading yet if I hadn't been hurt."

"I was knocked down by an engine, and it was six months before I was able to leave the hospital. While I was recovering I studied telegraphy."

"Since tackling the wireless I've been all over the world. Several times I have managed to be in places where things were doing. I guess it's my luck. I have been mixed up in earthquakes and shipwrecks and I'm wondering what I'll hit into next. No, I haven't got a girl."

## Captain Says Amateurs Interfere With Wireless

"Our wireless was interfered with constantly by amateurs while we were searching for the Republic," said Capt. K. W. Perry of the revenue cutter Gresham Wednesday night.

"We have long felt the necessity for some regulation in the use of wireless outfits, but the imperative need of such regulation has been demonstrated in the experiences of the past few days. We were given four different locations of the crippled steamship, to all of which we went."

"At last I telegraphed the department at Washington. The reply was delayed 12 hours, and the delay was all caused by sending private messages and the interference of amateur operators."

## CUBA BEGINS TEST FOR SECOND TIME

(Continued From Page One.)

square, near Central park, through which the inaugural procession passed.

Today's ceremonies really began with the placing of a wreath upon the tablet marking the birthplace of Martí, instigator of the revolution against Spain. This is the anniversary of Martí's birth.

Five military parades will be held during the day and tonight the most lavish display of fireworks ever seen in the island will take place. The festivities will continue until Sunday night.

Tomorrow the President and officials of the republic will attend the races. There will be more illuminations, more aims given, free performances at the theatres and in the evening a banquet to the alcalde and presidents of the Ayuntamientos.

## Brilliant Spectacle at the Inaugural Ball

HAVANA—The capital city of Cuba gave a reception to the departing provisional authorities Wednesday night, which was in the nature of an inaugural ball, at the Clerks' Club. The salon, 600 feet long, was a brilliant scene, and when Governor Magoon arrived at 10 o'clock, the police band in the patio played the American national hymn, while the American governmental authorities with their ladies filed up the wide marble staircase, handsomely decorated with palms and flags, to the ballroom, on the top floor.

## BOSTON & MAINE FILES NEW TARIFF

A traffic schedule replacing the 67-cent rate on first class freight, which was cancelled at the request of the trunk line committee after going into effect the first of January this year has been filed by the Boston & Maine railroad officials with the interstate commerce commission.

This tariff, which will not become effective until March 4, meets the freight traffic rates of Baltimore and other southern ports.

A. S. Crane, assistant freight traffic manager of the Boston & Maine railroad, today gave the following explanation of the meaning of the different freight rates charged by his company:

"The rate of 67 cents per hundred pounds is the maximum charge for the transportation of freight from Boston to Chicago. There are five other rates, 57, 47, 32, 27 and 22 cents per hundred, according to the various classes into which commodities are graded."

"This '67-cent rate' is the unit upon which all freight charges are made upon the Boston & Maine railroad. Whenever a commodity is graded lower than the 22-cent rate, the rate of charges is always three cents per hundred less than the prevailing charges upon freight carried between New York and Chicago."

## STREET CORNER FIRE BELLS URGED

Deputy Chief Grady of the Boston fire department in talking to the fire and police reporters made the statement that in the downtown section of Boston fire bells should be placed at certain points to warn the public of the approach of fire trucks.

Chief Grady said: "We should have bells at the corner of West and Tremont streets, at the corner of West and Washington streets and at the corner of Boylston and Tremont streets. These points are always crowded and there is great noise. The trucks dash out of Mason street, or take chances of getting into collisions. If we had bells on these corners they would serve to warn police officers who would have an opportunity to clear the street and give the firemen a clean path. The bells should be arranged so that they would strike off as soon as an alarm came in."

## LARGE BUSINESS BLOCK PLANNED

One of the finest mercantile buildings in the city will be erected on the prominent point at Devonshire and Franklin streets, the site occupied at present by the Brewer building. This property will be improved by the John Hancock Mutual Life Insurance Company, the plans for the new building being by Shepley, Rutan & Coolidge.

Work on razing the Brewer building has been started. The structure is adjacent to the present property of the John Hancock Company. The plans for the new structure show a duplicate of the present John Hancock building. It will be of stone, 10 stories high. It is estimated that the new building will cost completed between \$500,000 and \$600,000.

## CLEVELAND SEES NICKEL CAR FARE

CLEVELAND, O.—The three-cent fare inaugurated on the Cleveland street railway lines last spring by Mayor Johnson, will give way to five-cent fares at midnight Sunday, by order of Federal Judge R. W. Taylor.

Orders to this effect were issued to receivers of the Cleveland Railway Company and the Municipal Traction Company, a Johnson concern, late Wednesday. Judge Taylor admitted lack of hope that Mayor Johnson and the city council would agree with the Cleveland railway on terms of a franchise to bring about a general rate of fare.

## MEN OF BUSINESS THROG TO REVIVAL

(Continued From Page One.)

at Wednesday's meeting. The main portion of the meeting was given over to a song service, led by Mr. Alexander, the campaign songs, "He Will Hold Me Fast" and "What a Friend We Have in Jesus," being the favorite songs.

Bishop J. W. Hamilton of the Methodist Episcopal church led in prayer, after which Dr. A. Z. Conrad made the announcements of the overflow meetings to be held at Faneuil Hall and of the continuation of the Tremont Temple noon meetings every day except Saturday.

Dr. Chapman leading in the exhortation service took for his text, "Therefore ye ought to give more earnest heed to the things that ye have learned, lest at any time ye should let them slip." Before commencing his remarks on the text, Dr. Chapman expressed his appreciation for the recognition which the movement which he is leading has received from the press of Boston.

Mr. Alexander intends that every one shall have an opportunity to sing the songs and after congregational singing today, volunteer soloists from all parts of the house responded to his invitations to sing. Following the solos the reporters sitting at the press table were called upon and under Mr. Alexander's leadership sang "He Will Hold Me Fast."

The first of the three afternoon meetings to be held in the downtown Back Bay group was held at the Park street Church on Wednesday afternoon at 4 o'clock, and so large was the attendance that an overflow meeting of some 500 persons was held in the vestry of the church. At this meeting Dr. Chapman was heard for the second time and for the basis of his address he took these texts: "Wilt Thou Not Revive Us Again?" and "The Lord's Hand Is Not Shortened That He Cannot Save."

A feature of this meeting was the singing of the hymn "Can the Lord Depend on You?" which was sung by Mr. Alexander.

The Wednesday evening meeting at Melrose Highlands Congregational Church was conducted by the Rev. Dr. Arthur W. Spooner of Washington, a cousin of the former United States senator from Wisconsin whom he closely resembles. Every seat in the church was filled. A choir of 100 voices rendered the music at this service, with Wilbur L. Griffin as leader.

An interesting feature in connection with the music of the South End (west) group services, held in the People's Temple, is that the organ used by Benjamin F. Butts, the director and organist, is the one used by the late Mr. Sankey in the well-known revival in Boston 30 years ago.

A special meeting for children was conducted Wednesday afternoon by the Rev. Charles T. Schaeffer, in charge of the revival services in South Boston. The South Baptist Church where the service was held was crowded with children.

During the revival meeting in the Maverick Congregational Church, East Boston, Wednesday night, the Rev. Thomas . . . edham, evangelist, of Colingwood, N. J., called for volunteers to the personal workers' committee and about 50 men and women pledged themselves to assist from now till the end of the campaign the personal workers' committee, of which the Hon. George H. Carter, ex-mayor of Chelsea, is chairman.

A congregation of 3000 is reported at the evening meetings in Lynn which were held in the First Congregational Church and the First Baptist Church. At both of these meetings the singing was in charge of Mr. Alexander, who will again visit Lynn this evening.

Among other preachers on Wednesday night were the Rev. Daniel S. Toy at the Tremont Street Methodist Episcopal Church at the South End, the Rev. Henry Stough at Cambridge, the Rev. Dr. Wedell at Bethany Congregational Church in Quincy, and Evangelist E. G. Davidson at Stoneham.

## LYNN TO HAVE TWO MORE FACTORIES OF SHOE PRODUCTS

LYNN, Mass.—Lynn, already teeming with industrial life as no other municipality of its size in the state, is shortly to have added to its great shoe manufacturing district two mammoth eight-story, fireproof buildings to be devoted exclusively to the manufacture of shoes and kindred products.

These new structures will be built immediately on the old Joseph Breed property at the lower end of Washington street, where the two-story factory of Edward F. Logan now stands. Edward E. Strout, who has already erected seven of Lynn's biggest shoe factories, is the promoter of the new ones.

Lynn already has the largest building in the world devoted exclusively to the manufacture of shoes, and the aim of her citizens to become a "Million Dollar Lynn" in the output of her varied industries now seems in a fair way to be realized. Every existing factory building is occupied and there is still pressing demand for more room.

## ESCORT FOR ROOSEVELT

WASHINGTON—President Roosevelt today accepted the invitation of the New York Republican county committee to escort him from the Capitol immediately following the inauguration ceremonies to the Union station, where he will take a train for Oyster Bay. Representatives Parsons, Bennett and Olcott presented the invitation.

## GREAT INCREASE IN CHELSEA VALUE

(Continued From Page One.)

houses, for 61 families; 26 stores, two stables, 21 manufactories, sheds, etc., and one church.

Besides those for the new structures, 118 permits were issued for alterations and repairs, of which 32 buildings were either finished or commenced before the close of the year. Sixteen of these buildings were of brick, on which the cost of the work is estimated at \$139,000, and 16 were of wood, on which the cost of changes is given as \$4925.

These buildings provide for 27 families, 16 factories, 2 churches, 8 halls and 14 stores. Eighty-six buildings outside the fire areas were altered or repaired before Dec. 31; 22 being of brick and 64 of wood. The work on the brick buildings is estimated at \$15,808, and on the others at \$36,722. They will provide for 65 families, 21 stores, 2 stables, 13 factories and two churches. Eighteen permits for temporary buildings that may be removed on 14 days' notice are in force.

Within the burned areas new buildings completed on Dec. 31, 1908, numbered 209, estimated to have cost \$1,959,333. There were in process of construction 124, estimated to be worth \$980,370. Repairs and alterations nearly completed amounted to \$144,025. Outside the burned areas 53 new buildings had been finished, at a cost of \$100,240, and 10 others were being erected at an expense of \$27,984. Repairs and alterations nearly finished amounted to \$52,530. The new public buildings are as follows: In process of construction and completed, six, estimated cost, \$434,750; besides the state armory, \$42,800; Frost Hospital, \$50,000; four churches, \$137,000; total, \$664,550.

It will be seen that the total amount for new buildings, both public and private, and for alterations and repairs, which in many cases are so extensive as to amount practically to new construction, is \$3,990,432. Of this amount the \$664,550 for public buildings is, of course, non-taxable.

It is believed, however, that when the assessors make their rounds next spring they will find that builders' and owners' estimates of cost of many of the structures have been placed too low, and that the actual assessment will exceed the figures quoted by about 10 per cent. If this proves true, there already is provided for upwards of \$3,500,000 in new taxable property built since the fires.

## DATA ON WAVES FOR GOVERNMENT

Observations on the length, height and periods of waves will shortly be asked for by the United States hydrographic bureau of Washington in a circular letter now being prepared in Washington, and soon to be issued to the captain of every coasting vessel. One purpose of the investigation is the better protection of shipping.

As soon as the circulars are ready for distribution they will be mailed by the chief of the bureau, Lieut. Walter G. Richardson. They contain instructions for the methods of observing and measuring the waves.

When the reports are completed they are to be sent to the nearest office of the hydrographic bureau, whence they will be forwarded to Washington, where the data they contain will be tabulated.

Investigation as to the causes of spontaneous combustion in coal-carrying vessels will also be called for in the circular.

## BROKER RETIRED FOR HONEYMOON

CHICAGO—Society, which knows Sidney C. Love as a stock broker, a lavish entertainer and a man devoted to his beautiful wife, sticks to the theory today that his retirement Monday was due entirely to his desire to take his wife on their delayed honeymoon to Europe.

In financial circles, however, it is said that financial matters alone are responsible for his retirement. None of the employees of the firm were aware of the retirement until the fact became public. Some estimates place Love's losses previously to his retirement at 1,500,000.

## Y. P. S. C. E. SOCIAL AT ROSLINDALE

The Young People's Society of Christian Endeavor of the Roslindale Congregational Church tendered a reception on Wednesday evening to about 85 of the past, present and future members of the society in the vestry of the church. A short social period and a light lunch began the evening. The lunch was laid on tables decorated by the various committees, each committee having a different color scheme.

After the lunch a brief story of the founding of the society was told. This was followed by three or four readings.

## LINCOLN DAY WILL BE FOR BUSINESS

The committee on legal affairs of the Massachusetts Legislature has practically decided against making Lincoln's birthday a legal state holiday. The House of Representatives today, however, will consider an order providing for the observance of the day by the Legislature on Feb. 11.

The bill making it a legal holiday for the school children is opposed because the proper observance would be best celebrated on Feb. 12 and to make that a holiday would cause the school exercises to be held on Feb. 11.

## BETTER BUSINESS MORALS IN BOSTON URGED BY PASTOR

Need of the moralization of business methods in Boston and hope expressed for a state university for Massachusetts were striking features of an address delivered by the Rev. Dr. A. A. Berle, pastor of Shawmut Congregational church, at the annual banquet of the Boston Stationers' Association at Young's Hotel, Wednesday evening. The Rev. Dr. Berle and Guy Ham, ex-United States district attorney, were the principal guests.

Speaking on higher education Dr. Berle said that university training is already obtained in western states much cheaper than here, and added that unless Harvard and some other New England universities wake up to the signs of the times we shall have a state university in Massachusetts to give wider opportunity for higher education, and to preserve the democracy which is found in the high schools, but is lost in the universities hereabouts.

Finally, he asserted that the men who are best posted on economics today are not the employers, but the workmen, the members of labor unions.

Before the dinner the officers were re-elected, including Abner K. Pratt president, F. W. Bailey and George C. Whittemore vice-presidents, George E. Damon secretary and John B. Lamond treasurer.

At the head table with President Pratt, Dr. Berle and Mr. Ham, were F. Krabus of New York city, American representative of a large foreign house; Samuel Ward, Richard L. Gay, E. D. Sibley, J. A. Sherman, C. H. Wilson, Francis Doane, W. E. Crosby, W. F. Cushing, S. Henry Hooper and F. A. Bailey.

## View of Boston's Needs Given by Ex-Mayor Curtis

Ex-Mayor Edwin U. Curtis of Boston, now assistant treasurer of the United States, gave his view as to the needs of Boston at the annual banquet of the Massachusetts Bankers' Association at Hotel Somerset Wednesday evening. Other speakers discussed banking questions.

Mr. Curtis said that he did not believe that good government would be brought about simply and solely by any amendment of the charter. He said a change in the method of nominations for city offices was needed, as the joint caucus system is not good. But to drop party designations would possibly lead to voting on racial and religious lines and to the creation of a minority graft party, that in the case of many candidates could elect its nominee. A citizens' ticket is necessary when the parties put up an unsuitable ticket.

He spoke hopefully of Boston and said in regard to a mayoralty candidate that he should be a man of strong physical endurance, with courage sufficient to stand up against criticism, and who has been trained by education and experience in the large affairs of life. This is necessary with concentration of power in the mayor.

## TEAMING FINES ON FIFTY-SEVEN

Judge Sullivan in the first session of court this morning fined 57 teamsters for violation of the street traffic teaming laws. For stopping on the wrong side of the street seven were fined \$3, one was fined \$1 and three cases were placed on file. For driving in the wrong direction on one-way streets, 24 were fined \$5, one was fined \$1 and three cases were placed on file. For various other violations of laws such as the six-minute delivery rule, the forbidden delivery of coal in restricted hours, etc., 13 were fined \$5, three were fined \$1, and two cases were placed on file.

A total of 44 teamsters were fined \$5, five were fined \$1, and the cases of eight were placed on file. The judge fined poor teamsters only \$1. There are 65 new cases for next Tuesday's session.

## BANCROFT ASKS TO LEAVE OFFICE

Brig.-Gen. Hugh Bancroft, judge advocate general of Massachusetts, has asked to be relieved of his official duties and it is expected that Governor Draper will retire him with the rank of major general. Pressure of private business affairs is given by General Bancroft as his reason for resigning.

General Bancroft, who is a son of the president of the Elevated railway, has been active in military affairs since his student days at Harvard, where he studied military science and was a member of the Harvard rifles.

## HEALTH SOCIETY ELECTS OFFICERS

The Massachusetts association of boards of health is holding its annual meeting this afternoon at the Brunswick. These officers were re-elected: President, Dr. H. P. Walcott of Cambridge, chairman of the state board of health; vice-presidents, Dr. S. H. Durgin, chairman of the Boston board of health; secretary, James C. Coffey of Worcester; treasurer, Dr. James B. Field. Papers were read by Dr. Elliott Washburn of Taunton and Dr. F. H. Slack of Boston.

## FIRE DESTROYS GARAGE

MANCHESTER, N. H.—The garage of Oscar W. Bemis and George W. Upton, 16-18 Myrtle street, containing 30 automobiles, was destroyed by fire Wednesday evening, entailing a property loss of \$80,000.

## NEW YORK CENTRAL AS HARRIMAN LINES' HOLDING COMPANY?

Wall Street Believes Road Will Replace Union Pacific Merger If Latter Is Declared to Be Illegal.

NEW YORK—Stock exchange houses made a strong effort today at the opening of Wall street to confirm reports to the effect that the New York Central was to become a holding company for the Harriman lines. The arrival of E. H. Harriman at Jersey City this morning from his southern trip was coupled with the rumor that he would have something of "interest to the general business world." But Mr. Harriman went to his home, where he denied himself to all callers. He sent word to his office that he would be there tomorrow.

Brokers who are known to be close to Central officials were clearing the boards ready to buy Central if Mr. Harriman made a public announcement, of his plans today. It is believed that the Union Pacific merger hearing now being held in Pittsburgh under the auspices of the government, is going against the Harriman interests; that Harriman knows it and is planning to organize a new holding company in case the government wins the Pittsburgh case.

It is admitted that the new holding company might be just as illegal as the Union Pacific merger is said to be, but it is argued that Harriman's attorneys had become more experienced in mergers and that the interstate commerce commissioners might be willing to let a new and "more legal holding company be organized for the general good of business conditions."

Followers of the Vanderbilt fortunes deny that the Vanderbilt family has been forced from the Central by the election of Harriman as a director. It was announced by a Central official that the retirement of Senator Depew as chairman of the board would become effective within 60 days, and that the Vanderbilt family, with the aid of Harriman, hoped to take a more active interest in their once vast properties.

The New York Times has the following dated Richmond, Va.:

"Mr. Harriman, it has been reported that your election as a member of the board of directors of the New York Central Railroad portends the passing of the Vanderbilts in the affairs of that road, and that in the future you will be in control," was asked if Mr. Harriman as soon as his car stopped in the station.

"Who told you that? Who are you? and what do you want, and how did you get in here?" Mr. Harriman replied in a half angry tone.

"It's a fact then that you do control the New York Central?" said the reporter.

"I am not discussing anything tonight, and I want to get back to New York undisturbed," said Mr. Harriman puffing at his cigar.

"Does your election mean that you are going to take active charge of the workings of the road?"

"It means that you want to be lawyer, court and everything else. Isn't it enough that I am a director? I am certainly not responsible for the manner in which the Vanderbilts look after their interests. I am looking after my own."

"Do you know, I don't even know whom I succeeded on that board? But I am going to look after the New York Central all right, only I can't be



# Leading Events in Athletic World—Harvard Wins Again

## AMERICAN MOTOR BOATS ARE ENTERED FOR FOREIGN RACES

The Dixie II. and the Standard are nominated by the Automobile Club of America.

## BOTH FAST YACHTS

NEW YORK—The Automobile Club of America performed its first important action in the new motor boat division Wednesday when it sent in the names of the Dixie II. and the Standard for the Monaco motor boat meeting, which will take place next spring.

The Dixie is entered by her owner, Schroeder, in the name of the Thousand Islands Yacht Club. She will be piloted by Capt. Barclay, in Boston. It is expected that she will be tested in a few days.

The Standard, which is now nearing completion, is entered by Price McKinney. She will be piloted by Capt. Charles Pederson, assisted by J. H. Purcell, and the boat will be sent abroad in charge of C. L. Heyden. The Standard is entered in the name of the Thousand Islands Yacht Club. The engine has six cylinders, 10x10 inches, double acting, and it is equipped with four magnets.

The Dixie II. and Standard are entered for the following races:

The Prize of Monte Carlo—For racers of a maximum length of 15 meters and unlimited power. Distance, 50 kilometers (31 miles). Prizes, \$10,000.

The International Grand Prize—In this race each country will be represented by three racers. America will be represented by Dixie II. and the Standard. The American color is black. The distance is 100 kilometers (62.1 miles). Prizes, \$15,000.

Five and a Half Kilometer—The nautical mile with standing start and flying kilometer is organized for all boats that have covered the distance of 50 kilometers in one of the previous races or have accomplished a similar distance in the international grand prize, either preliminary or final heats. First prize, \$3,000 and the cup given by the Prince of Monaco, valued at \$10,000. Second prize, \$1,000. The races take place from the 4th to the 11th of April.

## ANNUAL MEETING NEXT MONTH.

The annual meeting of the New England Amateur Rowing Association is to be held at the Union boat house, Boston, Wednesday evening, Feb. 3, at 8 o'clock. Each club will be represented by three delegates.

## LAVAL LOSES IN FAST GAME

Harvard Hockey Seven Defeats the Strong Canadian College Team by Superior Team Work.

In one of the fastest ice hockey games played in the Stadium this year, Harvard added to her string of victories by defeating the strong Laval College team of Montreal, 3 goals to 0. Harvard's superior team work was too much for the individual speed and cleverness of the Canadians.

With one or two exceptions the Laval men were fully as good as their opponents, man for man, but they had not developed passing or body checking to the point that Harvard has, and their greater speed and sureness on the ice were not enough to even things.

In the first half the play was pretty even, Harvard having a little the better of the attack. The shooting was poor, and at least five good chances to score were lost. One shot that looked very much like a goal was made by Hornblower near the middle of the half, but the referee called the puck back for off-side play and the score did not count.

Play was faster in the second period and the Harvard forwards were better together. For 10 minutes there was no scoring. The Canadians kept the puck at Harvard's end. Morgan finally returned the disk to the Canadians' end with a splendid rush down the ice, and in the scrimmage in front of the goal Gardner scored the first point for Harvard.

After this the Canadians became weaker, and with five minutes to play Hornblower scored another goal from his side, receiving the puck on a pass from Hicks. In the last minute of play Morgan scored again from in front of the goal, getting a good pass from Hicks after the puck had been carried the length of the rink by Gardner. The summary:

## BROWN TEAM PICKED.

PROVIDENCE, R. I.—The names of the Brown wrestling squad are announced by Frank Herick, instructor in wrestling, as follows: W. P. Mitchell '09, H. P. Babcock '09, M. H. Carson '10, L. A. Round '10, W. W. Greene '10, R. W. Bingham '11, C. S. Johnston '11, S. M. Lederer '11 and H. S. Borden '12. A varsity gymnasium team is being organized by R. H. Shaw '11, who has been appointed captain of the team by Dr. Marvel. The squad is practicing under the supervision of William Foggit.

## RECORDS BROKEN BY OXFORD CLUB

Bowling Team Runs up Fine Scores in the Suburban Inter-Club Match With Winthrop.

LYNN—New league records were made Wednesday night by the Oxford Club in its match with the Winthrop Yacht Club five.

Heys made a new individual string record with 141, and a three-string record of 344. The Oxford team also broke the team single mark with 560, and the team total record with 1536.

The score:

	1	2	3	Totals
Whitman	96	96	94	286
Lord	83	81	104	268
La Croix	111	100	106	317
Hixon	129	90	102	321
Heys	141	91	112	344
Team totals	560	458	518	1536

## WINTHROP YACHT

	1	2	3	Totals
Brooks	88	88	107	283
Fletcher	80	117	72	269
Cox	88	127	101	316
Becker	95	97	77	269
Blanchard	90	101	98	289
Team totals	450	530	457	1437

A new three-string record was made in the Newton league matches Wednesday night when Kimball of the Newton Boat bowled 599. The scores for these matches were:

	1	2	3	Totals
Newton Boat	840	825	821	2486
North Gate	846	844	788	2478
Maugus	902	797	848	2547
Riverdale	748	757	820	2325

## U. OF P. WRESTLERS TRAIN FOR YALE

PHILADELPHIA—With a hard season before them, the wrestling team of the University of Pennsylvania meets Yale at New Haven Feb. 5 in the first intercollegiate contest of the year. Under the coaching of Emil Beck the team has been in training for the past two months and is now being rounded into shape for the coming matches with the various colleges.

With two exceptions, Folwell and Freeman, in the 175 and 158 pound classes, respectively, the team is composed of the same men as last year, although Perkins may take the place of Cox in the 115-pound class. Captain Walte and Manager Yergler are both intercollegiate champions of last season, and with this as a nucleus and a wealth of good material out for the team, it hopes to make even a better showing this year than last, when it took second.

The team schedule is as follows: Feb. 5, Yale at New Haven; 12, Columbia at Philadelphia; 19, Princeton at Princeton; 27, Cornell at Ithaca; March 5, Princeton at Philadelphia; 12, Annapolis at Annapolis; 19, intercollegiate championships at New Haven.

## CANADIAN CREW FOR EXPOSITION

Vancouver Rowing Club Trying to Organize an Eight to Meet Americans at Seattle.

VANCOUVER, B. C.—The Vancouver Rowing Club is planning to organize an eight-oared crew this year. A movement is already under way to secure a shell, and if it is successful the club will be represented in the big regatta at Seattle, where it is expected some of the greatest rowing crews of America will be present. Eight-oared rowing is a novelty among the clubs of the Northwest, simply because it has never been taken up by the North Pacific Amateur Association of Oarsmen and is not included on the championship list. The great cost of the boats has been the drawback, none of the clubs being able to afford the heavy expense which the eights would entail.

During the year 1908 the Vancouver Rowing Club, by hard work on the part of its crews and officers and strict adherence to training rules, managed to bring back from the meeting of the North Pacific Association at Seattle four of the six events, besides winning from Victoria four out of five other races.

## EASTERN LEAGUE FOR MORE GAMES

NEW YORK—All the baseball clubs in the Eastern league were represented at a special executive meeting held here Wednesday.

The board of directors consulted with the president, who said after the session that the principal object of the special call was to discuss matters of interest to the American association and the Eastern league, both of which have been advanced to class AA among the minor organizations.

President Powers announced the names of six umpires whom he has signed for the coming season. Safford, Murray and Kelley who served last year, are reappointed. The newcomers are Connor and Finnegan.

The length of the schedule was discussed and it is likely that the games will be increased from 140 to 154, and that the season will open one week earlier and close one week later than in previous years.

## PALM BEACH GOLF ON.

PALM BEACH, Fla.—The qualifying round of the first golf tournament of the winter was played here Wednesday, with the New Year's cup as the chief prize. M. H. Forrest of Lakeview, N. J., turned in the lowest score, 78, and A. P. Clapp of New York was second with 85.

## BOSTON AMERICANS SHOULD BE BETTER THAN LAST SEASON

New Players of Much Promise Will Be Candidates For Regular Positions on the Team.

## OUTFIELD IS SPEEDY

A month from Wednesday is the date fixed when the candidates for this year's Boston American baseball team will start for the Hot Springs to begin their spring training preparatory to the opening of the league season in Philadelphia the second week in April.

Many changes will be noticed in the line-up of the Boston team at the opening of this season from 1908. A new manager in the person of Fred Lake will be in charge of the team, and H. H. Gessler will be captain of the nine. This will be the first experience of these men in their respective positions, and the final standing of the club will depend largely on their ability. Manager Lake showed during the weeks that he managed the 1908 nine that he is abundantly able to take charge of a major league team.

One person who will be greatly missed by the followers of the team is the popular catcher, Criger. He has been one of the best catchers in the game during the past five or six years, but owing to poor health lost some of his old effectiveness, and it is the opinion of Manager Lake that Spencer will prove of much more service to the team.

But one of the original Boston Americans is now a member of that nine, pitcher Young. There is no question but what he will be there in the best of condition, ready to do his share, and more, too, if necessary. He will miss the services of his old catcher and it may take him some time to get the new men working with him, but they soon will be working smoothly together. In addition to Young there are Arrelines, Cloutier, Steele, Wood, Burchell, Morgan, Elman, Barger and Thielman.

Of the catchers Carrigan is the veteran, who will be seconded by Donahue, Spencer and Madden, a newcomer who is well recommended.

Danzig and Stahl are the leading candidates for first base. These two should handle first base well. French, the newcomer for second base, is said to be built along the same lines as Amby McCou, well fast on his feet, a lightning fielder and one who possesses a strong throwing arm.

## Notes From the Field of Sports

Z. C. Ross of Yale won the junior foil contest this week at the New York Athletic Club.

Alfred Shrubbs has begun training again for his Marathon race with Longboat, which has been postponed to Feb. 5.

The Orange Lake Ice Yacht Club won its match race with the Shrewsbury Ice Yacht Club. The Orange Lake won two of the three heats sailed.

A. R. Belmont won a silver cup in the W. F. Clark trophy match at the Wellington Paleface Club traps Wednesday. He shot 137 out of 150.

Worcester has signed two new men for next year. They are Downes, who was with Brockton last year, and Cutting, also with the same team.

Tufts College has entered Lincoln, Wise, Harris, Zeller and Prentiss for the big indoor meet of the Boston A. A., Feb. 6. It will also run a relay race with Bowdoin.

George Bonhag, the I. A. A. C. champion distance runner, was defeated Wednesday night in a four-mile race by Lord and Wagner, with Gardner and Niles as infield substitutes, are practically sure to be at third base and short.

The outfield gives promise of being one of the fastest in the country with Thoney, Speaker, Gessler, Hooper and Cravath trying for places. Thoney had but one fault last season, he could not throw. On the last western trip he went home to rest and if his arm is well and strong again he will be the sensation of the season in left field. Speaker in center is a very fast man with more than ordinary baseball intelligence, and Captain Gessler can be depended upon to take care of right.

## AMHERST WILL SEND SEVERAL

AMHERST—The following men have been entered to represent Amherst in the B. A. A. meet to be held in the Mechanics' building, Saturday, Feb. 6: Relay team—Smith, Van Auker '09, Baldwin, McClure '10, Treadwell '11, and Gray '12. From these six men, a team of four will be chosen.

400-yard dash—Baldwin '10.  
600-yard run—Mayo-Smith, Van Auker '09, and Stuart '12.  
1000-yard run—Stuart '12.  
1 mile run—Stuart '12.  
High jump—Stiles '12.

16-pound shot—Kooyumjian '09.  
12-pound shot—Kooyumjian '09.  
The team will leave Amherst Friday noon, Feb. 5, and will make its headquarters at the Copley Square Hotel.

## PLAN BIG MARATHON.

NEW YORK—The greatest of all Marathons is being planned for Madison Square Garden March 17. Longboat, the Indian, J. Hayes, the Olympic Marathon winner, Alfred Shrubbs, the English champion, and Dorando Pietri, the Italian, are expected to take part in this race.

## STATE ROAD BOARD ASKS MORE MONEY FOR NEW HIGHWAYS

An Increase of One Hundred Thousand Dollars Recommended in Commission's Report to the Legislature.

## AUTOMOBILE TAXES

Col. William D. Sohler and Chairman Harold Parker of the Massachusetts highway commission appeared before the joint committee on ways and means late Wednesday afternoon and explained minutely the requests for appropriations for the construction and maintenance of state highways for the coming year. They told the committee that there are 794 miles of state highway now constructed in the state. The commission asks for \$207,000 for maintenance expenses, or over \$100,000 more than it received the previous year. This is augmented by the fact that the cost of maintenance is considerably higher than in previous years.

Interesting figures were submitted by the members of the commission, showing the difference in cost of maintenance of state highways in this state and England and France. In the state of Massachusetts they cost \$300 a mile to build, while in England the cost is about \$70 a mile and in France \$256 a mile. This is due to the higher wage of the Massachusetts workman, which is 50 per cent greater than that of either England or France.

Figures submitted by the commission go to show that automobiles are increasing in this state at the rate of 25 per cent with each succeeding year. There is invested in state roads \$7,000,000, and the state expends annually \$500,000 for construction of new roads. This added to \$400,000 asked for maintenance expenses figures out almost \$1,000,000 expended on good roads annually in this state.

The members urged that the recommendation of Governor Draper be adopted, providing that the licenses for automobiles be adjusted according to horse-power of the machines, saying that if this is carried out it will very much increase the automobile good roads fund and the amount applied to maintenance of the state highways.

## BUFFALO GREETSPANISH PAINTERIGNACIO ZULOAGA

Exhibition at the Albright Art Gallery, First Ever Seen in This Country, Is Attracting Attention.

## HE IS SELF-TAUGHT

BUFFALO, N. Y.—Ignacio Zuloaga, the famous Spanish artist, exhibits for the first time in America a large collection of paintings at the Albright Art Gallery in this city.

Twenty-two paintings have arrived at the gallery, and the exhibition will continue through February. In these, Senor Zuloaga shows the charming young women of Seville, and the quiet beauties of his native village, Eibar.

Miss Cornelia Bentley Sage of the Albright Art Gallery, after interviewing Senor Zuloaga, writes: "He told me that he was principally self-taught. Had attended no academy, nor had he, since childhood, copied any old masters. His best school had been nature, which he had studied earnestly, developing a passion for only that which is honest and sincere in art."

The list of the pictures to be exhibited at the Albright Art Gallery during February is as follows: "Portrait de Mlle. Lucienne Brevet dans Carmen," "Pepillo le Matador," "Les Sorcierres de San Millan," Segovia; "Vendangeurs Revenant de Soir," "Portrait de Marthe Morieau en Espagnole," "Portrait de Madame Bourdin," "Ma Cousine Esperanza," "Juge de Village," "Candida Serieuse," "Mendiant Espagnol," "Le Vieux Marcheur," "Ma Cousine Candida," "Buffalo le Chanteur Montmartrois," "Paulette en Costume de Ville," "Vieilles Maisons a Haro," "Toreadors de Village," "Pelerin," "A St. Cloud," "Portrait de la Famille du Toreador Gitan," "Paulette en Danseuse," "Mercedes," "Femmes au Balcon."

BUILDING MILL IN WOODLAWN. CHARLOTTE, N. C.—An additional mill is being built for the Woodlawn Manufacturing Company at Mt. Holly. It will have 25 spinning frames. The present plant has 5120 spindles spinning yarn.

## Briefest Message of President Roosevelt

WASHINGTON—The briefest message which President Roosevelt has yet submitted to Congress read: "Governor Magoon, on the eve of leaving Cuba, has expressed the hope that the wreck of the battleship Maine may be removed from the harbor of Havana."

"I trust that the Congress will see the wisdom of this suggestion and will provide for the removal of the Maine. We should not allow the wreck of this historic ship to remain as a possible danger to navigation in Havana harbor, for this is wise from no standpoint. An appropriation should be made for the removal."

(Signed) THEODORE ROOSEVELT.

The White House, Jan. 26, 1909.

## THREE GOVERNORS WITHIN ONE DAY

Executive of Washington Retires—Cosgrove Is Sworn In and Another Takes Up Reins of Government.

SEATTLE, Wash.—Gov. Samuel Cosgrove today turned over the reins of government to Lieut.-Gov. M. E. Hay, who makes the third Governor of Washington within 24 hours. Mr. Cosgrove, who was elected Governor of Washington in the November election, was inaugurated Wednesday. He should have been inaugurated Jan. 13, but was in California and was unable to come home. Governor Mead, who held over Wednesday, turned over the reins of state to Governor Cosgrove, who surrendered power to Lieutenant-Governor Hay, who will be acting Governor while the executive goes back to California on an indefinite leave of absence granted by the Legislature Wednesday afternoon.

Former Lieut.-Gov. C. E. Cohn has brought mandamus proceedings to oust Hay, claiming disqualification by reason of anti-primary reelection. If Cohn's suit should succeed he would become acting Governor until Governor Cosgrove's return, and the chief executive in the event of the latter's permanent retirement.

Governor Cosgrove has long cherished an ambition to be a governor and has been defeated as a candidate before every Republican convention of the last 20 years. Politicians regarded his ambitions as a joke. Cosgrove went before the people when the primary elections were held the first time last fall and defeated E. Mead, the incumbent in the office, and Henry McBride, who was Mead's predecessor.

## COUNCIL WILL NAME MANAGERS

By a New Method Adopted at Harvard College the Students Will Choose Them by Ballot.

A new method for choosing managers and assistant managers of Harvard athletic teams has just been put in force. The method has been for the "H" men in the sport concerned to elect the assistant manager on the recommendation of the manager. Very often this amounted practically to appointment by the manager, as there was little interest shown by the men entitled to vote.

Under the new system the captain and manager of the team will conduct a competition as they see fit and then put up at least two men to be voted on by the council. The council's action must be approved by the athletic committee, but this is little more than a formality, as the committee has rarely interfered with the selections by managers.

Election of managers by the student council is believed to be the fairest way. The possibility of having the choice made by the members of the college or by the members of the class from which the candidates came was discussed, but dismissed as being impracticable. The council is a representative body with men from all the classes and a fair proportion of representatives of the various teams.

## LAMY WINS MORE SKATING RACES

CLEVELAND—Edmund Lamy of Saranac Lake, N. Y., amateur skating champion, won two more el. mpionship events in the national skating championship races at the Elysium rink Wednesday night. He easily won the half mile and one and one half mile contests.

## MERCHANTS' MOVE TO SAVE FORESTS MEETS APPROVAL

Society of Colonial Wars Indorses the Stand of Boston Association and Commends Representative Weeks.

## PAPERS ARE READ

An indorsement of the stand taken by the Boston Merchants' Association looking to the preservation of the New England forests was passed at the regular meeting of the Society of Colonial Wars, held at Young's Hotel Wednesday afternoon, and a vote was passed commending the bill of Congressman Weeks reported in Congress Tuesday looking to the preservation of New England's watersheds.

Gov. J. Grafton Minot of the society presided at the meeting and the principal paper was read by Charles E. Read, clerk of the Bostonian society. His subject was "Milestones in and Near Boston."

Descriptions were given of the lines of milestones on five ancient Boston highways. These were the lower and upper roads to Dorchester and Milton, the road or parts of it now constituting Blue Hill avenue, the road through Court street, Jamaica Plain, the ancient postroad to Hartford, Conn., and the road from Boston to Cambridge by way of Roxbury and Brookline.

These landmarks were set up in the order of time, by Judge Samuel Sewall, by Gov. Paul Dudley, Gov. John Belcher and by John McLean.

Mr. Read told how these mute, succinct and historic monument records have been preserved, giving brief particulars of the men and the times of the several periods embraced. Of the 30 milestones once on the five roads now constituting highways in greater Boston 18 are preserved and 12 have disappeared.

Washington's Birthday will be observed by the society at a meeting at Hotel Somerset. The Rev. L. W. Hicks, chaplain Massachusetts Society of the Sons of the American Revolution, will read a paper upon "Washington as Seen Through the Vision of the Poets."

## ASKS HOW TO TAX LAND THAT IS NOT ALL WITHIN STATE

Commissioner Trefry Desires Legislature to Pass a Law Determining Whether Whole Value of Realty Is Basis.

## SEVERAL THEORIES

Owners of property situated partly in Massachusetts and partly over the line in another state are likely to be interested in the question State Tax Commissioner William D. Trefry of Marblehead has asked the Legislature. While framed in somewhat more wordy language, it amounts to this, "How do you want this class of property taxed?"

He tells them that he has asked the same question of the attorney-general and is going ahead on the lines of that official's answer. Still he would like to have a dispensation evidently from a power higher up. As he sets the situation forth to the Legislature it is this way:

"In cases where a part of the property of an estate is within the commonwealth and a part outside the commonwealth, the question has arisen as to how the rate should be determined; whether upon the basis of the total amount of property inside and outside the state, or upon the basis of the property within the commonwealth. The attorney-general has advised this department to find the rate by combining the total amount of property wherever situated, and to compute the tax upon the property in Massachusetts by the rate so found. There may be a question of constitutionality involved in the interpretation thus given, but in the absence of a decision of a court of competent jurisdiction upon this question, the practice thus laid down will be continued."

Then follows the question itself in this language: "It seems desirable in this case that the Legislature should indicate by legislation what its intention is, because it would free the law from ambiguity and establish a definite rule for finding the rate."

## NEW COMMODORE FOR TWO CLUBS

W. B. Thomas has been nominated by the committee of the Eastern Yacht Club for the position of commodore for 1909 to succeed H. S. Morris, resigned. The other flag officers of the club, Vice-Commodore F. Lewis Clark and Rear Commodore Robert W. Emmons, 3d, are nominated, as are Secretary Henry Taggard and Treasurer Patrick T. Jackson. These officers will be elected at the annual meeting of the club Feb. 9.

A new commodore was elected at the annual meeting of the Boston Yacht Club Wednesday night to succeed E. P. Boynton, who declined re-election. The new commodore is Alfred Douglas and the other officers are: J. F. Brown, vice-commodore, C. E. Adams, rear commodore, Walter Burgess, secretary-treasurer, C. A. French, L. M. Clark, C. E. Lauriat, Jr., and G. G. Williams, executive committee; L. B. Goodspeed, A. P. Hawes, E. E. Fowler and Walter Burgess, membership committee; B. S. Permar, C. A. Cooley, A. C. Jones, H. Lundberg, N. L. Skene and E. B. Merriman, regatta committee.

## FLAGLER FAVORS TARIFF REFORMS

McKEESPORT, Pa.—John H. Flagler of New York, one of the successful iron and steel men of the country, Wednesday night was tendered an unusual banquet by his old employees of 25 years ago.

In his address Mr. Flagler took occasion to declare vehemently in favor of a continued protective tariff. He rapped the "ignorant politicians" of the olden day at Washington, and intimated that those of today were no better, to say the least.

## All Roads Lead to the Motor Boat

Show Mechanics' Building Every Day This Week 10 A. M. to 10.30 P. M. Admission, 50 Cents



## NEWS OF NEW ENGLAND

VALUABLE RELICS  
OF YALE FOUNDER  
SENT TO COLLEGE

Two Autographs, One Attached to Original Letter, Now Among the Cherished Treasures of University.

## ONE FROM BOSTON

NEW HAVEN, Conn.—Yale College has just received two autographs of Elihu Yale, for whom it was named 200 years ago. These are the first signatures of his to come into possession of the institution. One is cut from the consultation book of the council of Fort St. George for the year 1691, Governor Yale then being president of the council. It was obtained from the British archives through the good offices of Dr. Edgar Thurston of the government museum at Madras.

The second is a signature to a complete letter, so far as known the only one in Elihu Yale's handwriting in the United States. At one time it was in the Greenough collection in Boston, Sherman J. Whipple, Yale '81, presented it to the college. The letter is as follows:

"LONDON the 7th Sept., 1714.

"Mr. Jones: Since yours of ye 21st past with your bill for £30 from Mr. Hughes, which is promised to be paid in time, Mr. Stephens brought me your other letter of ye 29th who discourses about Cozen Molly Cole and finds she likes her well and finds she likes him too.

"I can't but approve the match and to encourage it. I have promised him fifty pounds more, that is £250 and her £20 to provide her and her mother necessities, provided things appear as he declares, which pray examine well, both as to his real and personal estate and debts and advise me what all is really worth, which when settled upon her and her children firmly you may draw bills upon me for it, which I shall pay at sight; when Lett the marriage be made as decently private as you can, either in Wrexham or his place, which you judge most convenient, but of this I shall hear from you before it comes to that.

"I hear nothing of ye old woman paying ye money on bill. "Tis well you have secured Lynneon rent. Pray gett all you can in from ye tenants who are very slow and forgett not to send Mr. Hughes account, which is all from

"Your loving friend,

"ELIHU YALE.

"To Mr. Richard Jones,

"Barber in Wrexham."

NEW LIGHT NOW THROWN UPON  
BUILDING IRONCLAD MONITOR

Naval Board Told Ericsson Vessel of Iron Would Sink—Craft Was Private Property When She Fought.

## LECTURE IS GIVEN

WALTHAM—"Inside information concerning the historic battle between the Monitor and the Merrimac" was the subject of a lecture by the Rev. Samuel C. Bushnell of Arlington before the men of the Waltham Congregational Church in the church vestry Wednesday evening. Mr. Bushnell's father was one of the builders of the Monitor.

Mr. Bushnell described the evolution of the Merrimac from the old frigate Virginia, that vessel having been cut down to the berth deck and covered in with iron plates. She was very difficult to

maneuver, requiring at least 40 minutes in which to turn and being capable of making a speed of only from six to eight miles an hour.

Mr. Bushnell's father went to Washington and offered the services of his shipyard at New Haven to the government shortly after the appearance of the Merrimac, and the question was then considered of building a vessel protected with iron plates to be used against the Merrimac. His father was unacquainted with the methods of such work and was told by the government authorities that he could obtain information in regard to it from Ericsson in New York, who had built a floating battery on the plan of the Monitor some years before and offered it to the French government for use against the Russians.

His father obtained the information he wished from Ericsson and before leaving was shown a model of the vessel that had been refused by the French government, and which Ericsson said he afterward offered to England, where it was also declined. Mr. Bushnell took the plans and model of the vessel to Washington and showed them to President Lincoln and the naval board. Lincoln said that he thought there was something in it.

Though the offer was refused, Mr. Bushnell was sure the plans were practical, and managed to induce Ericsson to go to Washington and explain his plans to the naval board.

During the hearing Ericsson was asked by a member of the board how he expected a boat built entirely of iron to float. He retorted by asking whether the members of the board wanted to go down in history as a pack of idiots. He told the member who had questioned him to take a tin dipper and set it on the top of a bucket of water and see if it wouldn't float as long as it did not leak. "It does not matter what a thing is built of," he said, "as long as it keeps afloat, isn't that what you want?"

Ericsson was told by the board to prove his statements, and told that if he did so that they would give an order for his boat. He retired, and in 10 minutes returned with a mass of figures proving his contention. An order for the Monitor was given, and she was built by Winslow, Griswold & Bushnell. The naval board refused to assume responsibility in case the boat proved a failure, and also refused to accept it until it was proven a success.

The Rev. S. C. Bushnell said that at the time the battle was fought with the Merrimac the Monitor was the private property of the three gentlemen named above who built it. He himself visited the monitor in New York harbor the day after his 10th birthday, and went over it from stem to stern.

On the evening of the day that the Monitor fought the Merrimac his father received the following telegram from President Lincoln: "The Monitor has licked the Merrimac, will pay for your boat, build us six more like her."

Rudolph Forster



One of President Roosevelt's Right-hand Men as Assistant to Secretary Loeb.

## Domestic Briefs

NEW YORK—Otto H. Droge has been removed from office as city magistrate.

NEW YORK—Two sections of the third tube of the Hudson & Manhattan railroad, between New York and Jersey City have united.

ALBANY, N. Y.—Senator-elect Elihu Root is here for a conference relative to matters he will have to consider as United States senator.

ALBANY, N. Y.—Governor Hughes has withdrawn the name of Frederick A. Wallis as state superintendent of insurance.

CRYSTAL SPRING, Miss.—The first crop of strawberries here has been sold in Chicago and New York for 2 cents a berry.

NEW YORK—A detachment of 419 marines from the Cuban station have arrived; part remain here, the rest go to Boston.

CHICAGO—The national Prohibition party headquarters have issued a protest against a banquet to be held in Springfield, Ill., Feb. 12.

DENVER, Col.—A new line of railroad to connect the Burlington at Kirby, Wyo., with the Colorado & Southern at Orin, Wyo., is under consideration.

ALBANY, N. Y.—Governor Hughes has accepted the appointment of the Yale corporation to deliver the Dodge lectures on "Responsibilities of Citizenship" next winter.

## NEWS FROM THE CAPITAL

ASSISTANT IN WHITE HOUSE  
A "HERO WITHOUT GLORY"

Loeb's First Assistant Serves Faithfully at Small Salary, But He Has an Excellent Prospect.

## HOLDS BIG SECRETS

WASHINGTON, D. C.—In that big army of "heroes without glory," who toil on faithfully in the public service at small salaries and without the laurel or limelight, is Rudolph Forster, assistant secretary to the President. He is the man who sits at William Loeb's right hand and divides work and responsibilities with Mr. Loeb. His work is quite as heavy and the responsibility is hardly less than those of his chief, but he is almost never heard of.

From early morning until late in the evening he is on duty with the President, handling mail, making appointments, seeing visitors, writing letters, responding to the telephone and taking dictation. All the most important secrets of state go through his hands. Like the secretary to the President, it is absolutely essential that he be a man whose fidelity is beyond question, whose discretion is the same, and who at the same time must be diplomatic, patient, discriminating, shrewd, keen, alert and everything else that is necessary in the man who stands at the hand of a strenuous chief executive to a nation of 80,000,000 people. And for this the assistant secretary to the President draws a salary about equal to that of the janitor of an up-to-date office building.

Mr. Forster stepped into his present place after Mr. Loeb's former assistant, Mr. Barnes, was promoted to be postmaster of Washington, D. C. The incident which led to Mr. Barnes' promotion is typical of one kind of responsibility.

APPEAL EIGHTY  
CENT GAS CASE

WASHINGTON—The Consolidated Gas Company today presented a petition to the supreme court of the United States for a rehearing of the 80-cent gas case recently decided against the company.

The petition recites that the decree of the supreme court is inconsistent with its conclusions and that the controlling facts were overlooked or misrepresented to the court.

The New York gas companies have paid into court the difference between the dollar and the 80-cent rate, the aggregate fund contributed by them being about \$4,000,000.

bility which a secretary must assume. Mr. Forster was not new to the work at the White House, for he had been a member of the staff since 1897. He has come up on the basis of pure merit without recommendations of a political character or anything which would indicate influence or pull. He was born in Washington, D. C., Oct. 30, 1872, but spent several years of his early life in Roanoke, Va., and it was from the latter place that he was appointed a clerk in the fish commission in 1894. By teaching himself shorthand and typewriting without help of school instruction he qualified for the civil service. The patience and industry which he displayed in mastering these rudimentary necessities have been the sole reason for his promotion. In character he is a retiring sort of man.

The President has leaned heavily upon him in plowing through his strenuous letter writing and other labors, and when midnight oil is burned in the studio in the living quarters of the White House, and all the rest of the world is abed, it is Rudolph Forster who is the President's companion.

## Washington Briefs

WASHINGTON—President Roosevelt has congratulated Emperor William of Germany on his 50th birthday.

WASHINGTON—Miss Georgia L. Jeffrey, formerly in the treasury department, has married a Russian prince.

WASHINGTON—William Loeb, Jr., has been suggested as the next treasurer at New York vice Hamilton Fish, resigned.

WASHINGTON—The Senate committee on foreign relations voted Wednesday to report favorably on an arbitration treaty between the United States and Brazil.

WASHINGTON—The President has again sent to the Senate the nomination of John D. Pringle as appraiser of the port of Pittsburgh, Senator Knox having withdrawn his objections.

WANTS CONGRESS  
TO STOP WASTE

WASHINGTON—Representative Murdock of Kansas, leader of the Republican bolters against the rules of the House, has delivered a warning against the waste of public funds by Congress.

Murdock said that although the sergeant-at-arms has a clerical force, the House pays \$500 for writing the receipts which members sign when drawing their mileage fees. Under the rules of the House, he declared, it was practically impossible for a member to cut these extravagances out of appropriation bills.

NEW TARIFF BILL  
MAKES SUGAR FREE  
FROM PHILIPPINES

Congress Committee Makes Provision for Importing Three Hundred Thousand Tons a Year.

## TAFT FAVORS PLAN

WASHINGTON—The administration has won its case for at least limited free entry of Philippine sugar, and according to a report from trustworthy sources, the Republican members of the House ways and means committee have agreed to insert in the new tariff bill a provision for the importation without duty of 300,000 tons of sugar from the Philippines annually.

It is the well-known policy of President-elect Taft to admit Philippine sugar to the United States market, if possible without detriment to the sugar growing interests of the United States. The export of sugar from the islands at present is only 109,000 tons annually, and it is estimated that it will be 10 or 15 years before the amount approximates the limit to be set in the tariff bill.

It is hoped that the encouragement held out in this provision will foster the island industry, which has languished since the American occupation and at times threatened to come to an end altogether.

Both President Roosevelt and Secretary of War Taft as exponent of the administration's Philippine policy, have worked unceasingly for some modification of the tariff restrictions on Philippine trade. The application of the American tariff laws to the islands has shut the doors of foreign markets on Philippine goods, notably those of Spain, which formerly were open to island products, while free entry to the United States is denied them.

Some reduction of the Dingley tariff rates on Philippine goods imported into the United States has been granted, but this is insufficient, the officials of the war department assert, "allow the island sugar and other industries to thrive."

On the other hand, officers of the Great Western Sugar Company and representatives of other beet sugar interests in the West say that if the 300,000 ton clause goes through it will prevent any extension of the sugar beet-raising industry and the building of factories as well. The measure, they say, would necessitate selling beet sugar at a lower price or closing the factories, which, in turn would cause the growers to receive lower prices for their beets.

## Foreign Briefs

BUDAPEST—George Christie, once claimant to the throne of Serbia as son of King Milan, has accepted an engagement as a singer. King Milan abdicated in favor of his son Alexander.

VICTORIA, B. C.—The British steamer Strathern helped to inaugurate the new Japanese-Pacific line of the Osaka Shosen Kaisha running to Puget sound in conjunction with the St. Paul road.

HAVANA—What was probably the greatest illumination ever seen in this city took place Wednesday night in connection with the festivities attending the inauguration of President-elect Gomez.

ST. PETERSBURG—The Congress of the Social Democratic party, which has been held abroad to avoid police interference, has made a decision to abandon for the present the propaganda among the troops of the empire.

PILLSBURY MILLS  
TO RESUME WORK

MINNEAPOLIS—The full plan for the reorganization of the Pillsbury-Washburn Flour Mills Company has been announced by the creditors. An operating company will be organized with a paid-up capital of \$2,000,000, furnished by present shareholders and others, its affairs to be managed by A. C. Loring.

This company will lease the Pillsbury-Washburn mills for 20 years at an annual rental based upon earnings, but in no event less than \$100,000 per annum. This company will purchase the quick assets of the company, thereby providing a sum sufficient to pay in cash all unsecured creditors approximately 50 per cent of their claims of Aug. 8, 1908, interest to be adjusted at 5 per cent per annum.

PUTS LAND COURT  
JUDGE ON BENCH

Associate Justice Charles Thornton Davis of Marblehead, of the land court, has been appointed to succeed Judge Leonard A. Jones, who retired two weeks ago.

The appointment was sent to the executive council by Governor Draper Wednesday, together with that of Louis M. Clark of Boston to be associate justice to fill Judge Davis' place.

KINDERGARTNERS  
GOING TO BUFFALO

Interesting Exhibits Planned for Convention of International Union To Be Held Next April.

BUFFALO, N. Y.—The International Kindergarten Union will hold its annual convention in Buffalo, N. Y., during the week of April 20. The officers of the association are: President, Miss Patty S. Hill, Teachers' College, New York; first vice-president, Miss Alice O'Grady, Chicago Normal School; second vice-president, Miss Clara Wheeler, Grand Rapids, Mich.; recording secretary, Miss Ada Van Stone Harris, Rochester, N. Y.; corresponding secretary, Miss Anna H. Littel, Dayton, O.; auditor, Margaret Giddings, board of education, Denver, Col.

The local committee in conference with the executive board announces in connection with the annual meeting an exhibit giving suggestions for the architecture and furniture of a kindergarten room, along hygienic and artistic lines. This will include material, photographs and lantern slides.

There will also be an exhibit of the Jessie Davis genetic construction work, natural material used in kindergarten. This will include photographs and an exhibit of work with mothers' clubs.

SEEKS CIVILIANS  
FOR ARTILLERY

Col. Robert H. Patterson commanding the artillery district of Boston, has just received word from Washington to appoint a board of five officers to meet Feb. 2 at Fort Banks for the examination of candidates from civil life to fill vacancies of second lieutenant in the coast artillery corps of the army.

Colonel Patterson does not know how many young men will be ordered to Fort Banks for the examination. He will appoint the board next week. The examination will last a week. There are 21 vacancies for this commission in the coast artillery corps, which just at this time is an attractive berth owing to the chances for promotion.

President Roosevelt has already received applications from 102 candidates, the majority of them being from colleges in the New England states, although a few are from the West and South.

## Superb Silver Gift to U. S. S. Minnesota

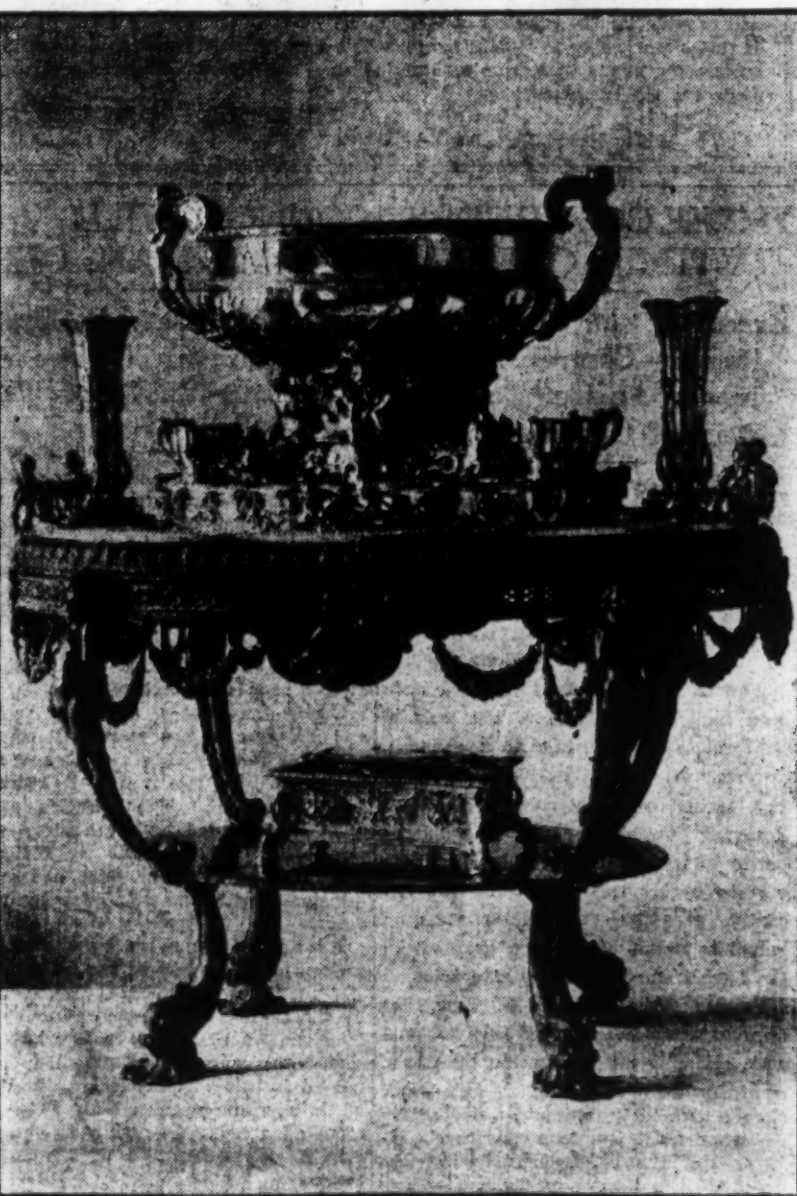
TAUNTON, Mass.—One of the largest and most elaborate sterling silver services ever made in America has just been completed in Taunton for the state of Minnesota, to be presented to the battleship Minnesota. The central features of the set—the punch-bowl, platter and table with accessories—make it one of the most notable designed for any vessel of the world.

The service is unique in its special features. Besides the unusual size and design of the pieces named, they are further interesting as examples of unusual and skillfully planned electrical equipment.

The service, which developed from designs by A. H. Stem, a well-known architect of St. Paul and New York, may be most nearly classed as the "Transition" or "Later Louis XV." period, and while many of the pieces are exceedingly rich in symbolic and ornamental detail, with numerous figures and emblems in full relief, their great size and simple outlines and the careful treatment of all the details have preserved in full measure the sense of restraint and dignity which should properly characterize the official gift of a great state.

The pieces are all of massive weight, hand-made throughout, and all serving pieces are heavily gold lined. The traditions of the silversmith's craft have been observed in the plating and punch-bowl, being practically the work of one man, thus preserving the unity of treatment scarcely possible where many different hands have participated in the work.

The punch-bowl is 21½ inches in diameter, 14½ inches high, and has a serving capacity of 75 pints. Its total height is 20 inches and its total weight, including platter and bowl complete, is over 1000 ounces. The bowl is round, with two handles, and the body is divided into eight large panels by straps richly decorated with guilloché pattern. On the front panel are the crossed flags, the union jack and the admiral's flag with the inscription, "Presented to the Battleship Minnesota by the State of Minnesota, 1909." On each side panel is a decorative arrangement of the state flower of Minnesota (the moccasin). Above the panels is a wide band bearing the name of the state in large relief letters, flanked on either side by the national emblem, the eagle, heraldically displayed. The handle is formed by an allegorical figure representing the elements.



THE SILVER SERVICE ON ITS STAND.

Magnificent offering of state of Minnesota to aamesake battleship.

The bowl rests on an elaborate composition consisting of four repetitions of a group showing Neptune and Amphitrite. This composition is formed on a star-shaped base from points of which spring sea-horses and alternating with the horses are sea masks. The whole composition symbolizes naval supremacy.

EXPORTERS PLAN  
EXHIBIT IN BERLIN

American Syndicate Has Secured Permanent Quarters for the Purpose in the German Capital.

BERLIN—The American Export Syndicate of New York has rented quarters in this city for a permanent exhibition of American manufactures, which will be opened about April 1. The syndicate, whose stockholders are chiefly American manufacturers, expects to increase the market for American goods in Germany by enabling German purchasers to see for themselves what American manufacturers can offer them.

The syndicate expects that from 500 to 1000 manufacturers will place their goods upon exhibition by the time the Berlin house is opened, and it is hoped that this number will be greatly increased later on. It is also hoped that the American press will call the attention of manufacturers to this opportunity to make an opening for their products in Germany.

Consuls-General Thacker of Berlin and Guenther of Frankfurt have taken an active interest in establishing the permanent exhibition. It also enjoys the hearty approval of Professor Atwood, the secretary of the American Association of Commerce and Trade in Berlin.

NEW PHONE BILLS  
SHAKE UP TEXAS

USTIN, Texas—Senator J. M. Terrell has introduced a bill in the state Legislature rendering telephone companies liable in civil suits to a \$500 fine whenever charges are made for long-distance service in excess of the actual time occupied in talking; also in cases where telephone companies charge for messenger service where none is performed.

Another bill prepared by Senator Terrell would place telegraph and telephone lines under the administration of the state board of railroad commissioners, which is to have authority to fix rates and order improvements to be made.

## STOCK INCREASES HALF A MILLION.

CHARLOTTE, N. C.—Increase of \$500,000 has been made in the capital stock of the Hunter Manufacturing & Commission Company of Greensboro and New York, making the aggregate \$1,000,000. The company acts as selling agent for 20 southern cotton mills.

## Foreign Briefs

RIO JANEIRO—The municipal council has authorized the mayor to float a loan of \$10,000,000.

CRANBROOK, B. C.—News received here from the Morrissey mines says that the 20 miners buried in the cave-in there Wednesday have all been saved.

ROME—The oldest bridge in history is said to be the Sublime in this city. This bridge is made of wood, and was created in the 17th century.

LONDON—It is believed here that the crisis in the international naval conference, which has been in session in this city since last month, is over.

CONSTANTINOPLE—The Porte has instructed the Turkish agent at Sofia to deny absolutely the intention attributed to Turkey to seize strategic points in Bulgaria.

NEW ENGLAND  
HISTORIC MEETS

Members of the New England Historic Genealogical Society listened to encouraging reports from committees of the association at the annual meeting Wednesday. President James P. Baxter in his annual message also pointed out the way of progress for the society. These officers were elected: President, J. P. Baxter of Portland, Me.; vice-presidents, Caleb B. Tillinghast of Boston, William D. Patterson of Wiscasset, Me., Jonathan E. Pecker of Concord, N. H., William W. Stickney of Ludlow, Vt., George C. Nightingale of Providence, R. I., and James J. Goodwin of Hartford, Conn.; recording secretary, George A. Gordon of Somerville, Mass.; corresponding secretary, Henry W. Cunningham of Manchester, Mass.; treasurer, Charles K. Bowdoin of Shirley, Mass., and a board of trustees.

BIG LAND SUITS  
FILED IN OREGON

PORTLAND, Ore.—The government filed 35 suits against the Oregon & California Railroad Company, the Southern Pacific Company, the present owners of the Oregon & California railroad, and more than 100 other individuals and private corporations.



## JAPAN NOW SEES NO ENMITY IN EXPANSION OF U. S. NAVY

Change in Attitude of the Press in Tokio Interpreting California Situation as Local and Not National Policy Taken as Indication of Government Censorship.

TOKIO—A statement in the Hochi today urging the public not to construe America's naval expansion as an unfriendly act, is generally interpreted as proof of the report that the government is exercising a censorship over the press.

During the discussion of the proposed anti-Japanese legislation in California, the press stirred up so much feeling that the government, it is believed, put a curb on the newspapers.

The Hochi still is harping on the California question, but it now calls it a local and not a national expression of feeling in America. It says the national feeling in America is undoubtedly friendly to Japan.

SACRAMENTO, Cal.—Legislation against the Japanese has been temporarily deferred by the state Legislature as a result of an agreement between President Roosevelt, Governor Gillett and the leaders of both houses.

The postponement of all anti-Japanese legislation until next Wednesday is taken to indicate that the measures will not pass this assembly.

Many things indicate that there is a change of sentiment among the members, and it is now believed that not even the amendments favored by Governor Gillett will now carry the bills through.

Assemblyman A. M. Drew agreed, after a talk with the government, to amend his anti-Japanese bills. Grove L. Johnson was not willing to postpone action on his Japanese bills, but a motion to postpone measures for a week prevailed with little opposition. The Governor received the following telegram from the President:

"I must again express from the standpoint of all our people the appreciation

of the great service that you are rendering. I have absolute and entire faith in the judgment and patriotism of the people of the great state of California, and I know that they will support you. My letter is already on its way to you and you may make it public whenever you desire."

Senator Marc Anthony introduced in the upper House Wednesday a joint resolution calling upon Congress to request that the Japanese consul-general at San Francisco be recalled by the government on the ground that the official had attempted to influence the action of the California Legislature. The alleged offense of the consul was that he had asked Governor Gillett to prevent the enactment of anti-Japanese bills pending. The resolution was referred to the committee on federal recommendations.

WASHINGTON—According to Senator Lodge and other members of the committee on foreign relations, Congress will not take cognizance of a resolution which State Senator Anthony introduced in the California Legislature calling upon Congress to request the recall of the Japanese consul-general at San Francisco. It is asserted the only manner in which this government could accomplish the recall of a foreign consular officer would be for the President to cancel his exequatur.

Baron Takahira, the Japanese ambassador to the United States, said Wednesday night that he had not been officially informed of the alleged attempt by Chose Kikoe, Japanese consul-general at San Francisco, to influence legislation in the California Legislature favorable to Japan, which prompted the introduction of a resolution seeking to have Congress force his recall.

The ambassador thought that the consul-general did not overstep the bounds of propriety.

## LODGE IS DEFENDED BY WEEKS AGAINST RAINEY'S CHARGES

Says Government Got Bargain in Panama Boats and That Senator's Integrity Was Never Questioned.

WASHINGTON—Congressman John W. Weeks of Massachusetts, on the floor of the House Wednesday, warmly defended Senator Lodge from the charges made by Congressman Rainey of Illinois that he had used his influence to purchase the two Boston-owned steamers, Tremont and Shawmut, for the isthmian canal service at too large a price.

Mr. Weeks said that before the ships were purchased they were inspected by the inspectors of the Panama canal commission. That body reported in favor of the purchase.

The secretary of war finally offered the company owning the vessels the cost of the ships less 6 per cent deduction for every year they had been in service, paying for the ships delivered in New York \$1,150,000. This, he brought out, was \$400,000 less than the appropriation.

Mr. Weeks made reference to the fact that the ships were to be turned over to the navy as colliers or auxiliaries when no longer needed by the Panama canal commission.

"In buying them," he said, "the government may be congratulated on obtaining a good bargain."

Mr. Weeks declared that if the other statements of Mr. Rainey were no more correct than those regarding this matter the entire speech should be consigned to the "realm of fancy."

"In his 25 years of service," said Mr. Weeks, "the senior senator from Massachusetts has established a reputation which needs no defense. He has plenty of enemies in his own state, but whether they agree with him personally or politically or not there is not one of them but that would resent any attack upon his integrity."

Later in the day Congressman Rainey secured recognition from the chair, and taking the floor declared that Mr. Weeks resented too much. He was not interested, he said, in the slightest degree in Senator Lodge's career.

He, however, repeated his statement that through amendments by Senator Lodge the isthmian canal commission was compelled to take two ships they did not want and that the ships in question belonged to Senator Lodge's constituents.

The presiding officer kept calling him to order for discussing the Senate in too plain terms. That is not parliamentary.

## State Legislature to Show Its Confidence in Lodge

The state Legislature will today express its confidence in Senator Lodge, in the charges made against him by Congressman Rainey of Illinois, relative to the purchase of steamships for Panama, by giving him an invitation to deliver a Lincoln eulogy before the two branches on Feb. 11.

Should the senator be unable to accept, the expression of confidence will take the place of remarks from the floor.

## AMERICA'S RICHEST MAN SAYS WEALTH IS HARD TO ATTAIN

John D. Rockefeller, in Magazine Article, Writes of His Early Struggles to Make His Way in the World.

NEW YORK—John D. Rockefeller, in his latest article, which appears in "The World's Work" today, declares that it is difficult to acquire riches, and illustrates his argument with his own early experiences.

Of his father, Mr. Rockefeller says: "I owe him a great debt for the practical ways in which he trained me. From early boyhood I kept a little book which I called 'ledger A.'"

The author says he came of a family of modest means, in which there was a close family life, which he counts a blessing. His first business deal consisted in selling turkeys which his mother gave him for "minding them."

His first employment was with the firm of Hewitt, Tuttle of Cleveland. After three months he was paid \$50. The salary next year was \$25 a month. The third year it was \$700. He wanted \$800 and this refused he resigned to go into business for himself.

Money in bulk was not always at the command of John D. Rockefeller, according to his narrative. He was often called to borrow from his father, who would then suddenly demand it, doing so, Mr. Rockefeller writes, to test the credit of the son.

## MOVE TO CONTROL TAX ON COUNTIES

Supervision of county finances as "boomed" by legislative enactment is being attempted in the General Court by a proceeding which has been referred to the committee on counties for further investigation and report.

This is an order introduced by a Cambridge man to provide that every city and town in a county shall be notified of matters pending in the Legislature which threaten to increase county taxes. In full it reads as follows:

"Ordered, That when a hearing is held by the committee on counties on the part of the House upon any question affecting the raising or expenditure of funds for any county, said committee shall notify the mayor of each city and the chairman of the board of selectmen of each town in said county of the subject and time of such hearing by sending notice thereof by mail. The sergeant-at-arms shall attend to the notification as provided for above."

Many times after a measure is passed and the amount of tax necessary to carry it through is levied complaints are heard from cities and towns that they did not know such a matter was pending and therefore had no opportunity to oppose it. This order is devised to offset this claim.

## REPORT ON MIDDLEBORO SCHOOLS.

MIDDLEBORO, Mass.—Supt. Charles H. Bates' annual report states that \$33,430.90 was spent on the schools during the year 1908. The pupils number 1492. The superintendent has made 1319 visits and the committee 43. The percentage of attendance is 92.4.

## Boston Camera Club Shows Prize Views

Organization Is One of the Oldest in the Country and Is Holding Exhibition at 50 Bromfield Street.

### BEAUTY IS SEEN

AMONG pictures by J. Lee Tormey, a member of the Photographic Club of Baltimore, which is holding an exhibition at the rooms of the Boston Camera Club, at 50 Bromfield street, Boston, is one of special beauty entitled "Sentinels." This picture is a study of trees in their winter garb by the side of a stream, with their bare branches sweeping the sky. Mr. Tormey's other displays are of animal subjects.

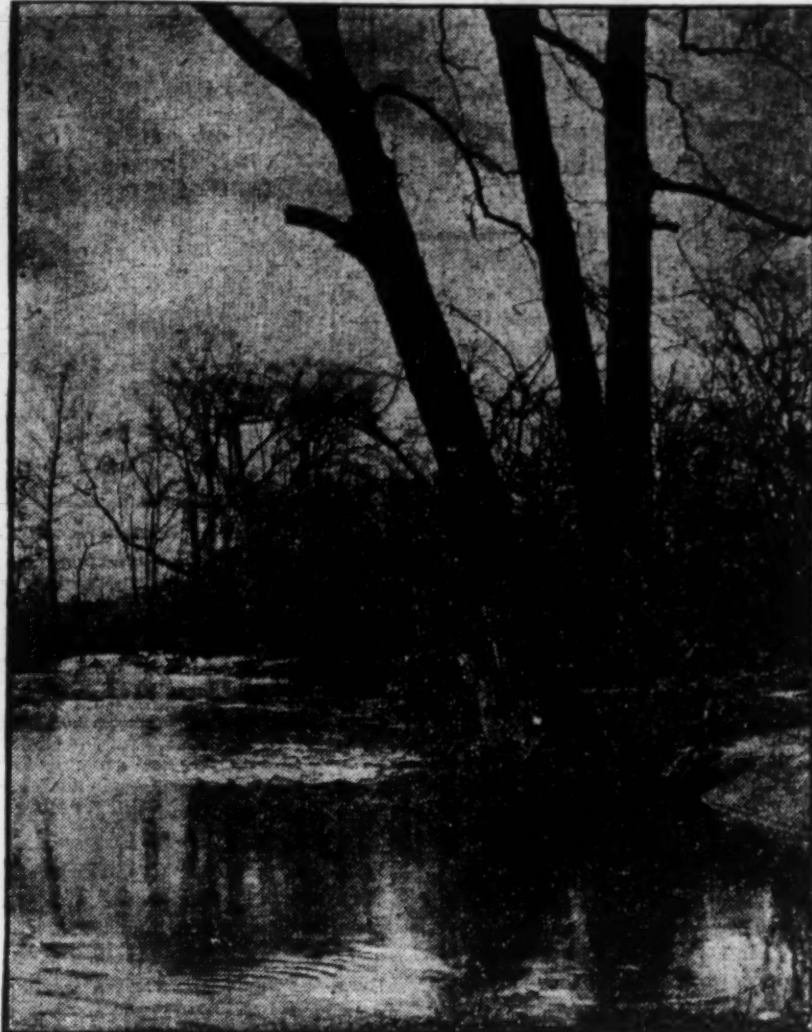
"An Old Shack," the work of F. Eigenraag, shows the home of a negro family in the South, with the head of the house bringing in firewood and other members of the household in the background.

The subjects of the two score or more remaining pictures are varied, and all are treated with pleasing simplicity. Charles A. Muller shows "A Water Nymph," "Quiet Water," "Wild Flowers" and others.

"Kids," by H. D. Willard, is one of the most attractive pictures of the entire exhibit, and Charles F. Stoddard has two interesting displays, "Drop the Handkerchief" and "The Forge Glow." The latter picture shows two workers between the light and darkness of their fire and smithy.

D. F. Boyden shows "A Winter Landscape" and "Snow Shoe Tracks," while the marine views shown are by C. H. Remick.

One of the most delightful pictures with a child for the character is "Jack."



"SENTINELS"

(Photo by J. Lee Tormey of the Photographic Club of Baltimore.)



"IN OLD SHACK"

(Photo by F. Eigenraag, showing typical Southern scene.)

a white-coated, smiling little boy, by Perry M. Reese, "Day Dreams" showing a diminutive penitent maid leaning against a cannon ball, is another of Mr. Reese's exhibits which attracts much attention. R. L. Harris also has several excellent displays.

The Boston Camera Club is one of the

oldest amateur photographic organizations in the country, having been started in 1881. Many clubs of similar character have since been instituted. The Photographic Club of Baltimore has been in existence about a dozen years. Phineas Hubbard is president of the Boston club and J. H. Thurston is its secretary.

## READING MASONS INSTALL HEADS

READING, Mass.—The public installation of the officers of the Reading Royal Arch Chapter of Masons took place Wednesday evening. Right Excellent George O. Sheldon, assisted by the Excellent Companion, William S. Kinsey, was the installing officer.

The officers are: Most excellent high priest, William R. Adams; exalted king, Edward A. Wilkins; excellent scribe, Samuel E. Killam; treasurer, Steven E. Ryder; secretary, George L. Pratt; chaplain, the Rev. Howard S. Wilkinson; captain of the host, G. Walter Monegan; principal journeyman, Henry A. Hall; royal arch captain, Joseph H. Crosby; master of the third veil, William S. Dennison; master of the second veil, Frank S. Strout; master of the first veil, Charles L. Churchill; senior steward, Leon H. Young; junior steward, W. Homer Morrison; Tyler, Albert E. Temple; organist, Charles W. Lee.

## BISHOP SPEAKS TO METHODISTS

Three hundred past and present members of the congregation of the Temple M. E. Church, formerly the First Methodist Church of Boston, met Wednesday night for a reunion banquet. Bishop J. W. Hamilton of the Boston diocese, who has twice been the pastor of the church, was present, and among other guests were several couples married by Bishop Hamilton during his pastorate.

This church body, the bishop said, was organized in 1792, on Hanover street, as the Cockerel Methodist Society. The Cockerel Church took its name from the great rooster used as a weather vane. In its tower was the first bell cast by Paul Revere in Boston.

## COLONIAL LIFE THEME OF TALK

The Rev. George Madison Bodge addressed the Massachusetts Society of Mayflower Descendants at the Vendome Wednesday afternoon, giving an illustrated talk on "Some Conditions and Events of Early Colonial Life." An informal reception followed.

## HARVARD GIVES A GERMAN PLAY

Another success was scored in amateur dramatics at Harvard Wednesday evening when the Deutscherverein of Harvard College presented its annual play, and students of Radcliffe shared in the success as it was the first time in the history of the Verein that ladies have ever played the female parts. This year the female roles were given to the Radcliffe Deutscherverein and with a very gratifying degree of success.

The play "Zopf und Schwert," was written in 1844 by Karl Gutzkow, a famous German dramatist of the middle 19th century. In its first five acts it deals with the love of the Erlprinz of Baireuth, a small German principality, for Wilhelmine, the daughter of King Frederick William I. of Prussia, father of Frederick the Great.

## SWEET ARBUTUS BLOSSOMS EARLY

PLYMOUTH, Mass.—To quote Longfellow, "Thou' the Plymouth woods John Alden went on his errand."

Gathering still, as he went, the mayflowers blooming around him.

Fragrant, filling the air with a strange and wonderful sweetness, children lost in the woods, and covered with leaves in their slumber, Plymouth has been depended upon to furnish the first arbutus blossoms of the season. But it is seldom that they peep out in January. Mrs. Josiah Carver, nevertheless, found some buds a few days ago and put them in a vase. They have since blossomed and are as fragrant as those seen in the Pilgrim wooing.

## DEFINES WORTH OF THE CHILDREN

WASHINGTON—Thomas F. Walsh of Colorado declared before the House committee on expenditures in the interior department on Wednesday that children are the basic commodity on which the future welfare and prosperity of the country depend. This was at a hearing on the Parsons bill for the creation of a "children's bureau" in the department of the interior.

## APPOINTS BOARD TO OUTLINE IMPROVEMENT OF U. S. NAVY

Paul Morton Heads Commission Named by President to Reorganize Department—Secretary Newberry's Orders Eliminating Bureau System Go Into Effect.

WASHINGTON—President Roosevelt, aiming to improve the navy department, has reappointed as members of a commission to consider the needs of the navy the men who meet in conference Jan. 15 to consider the reorganization proposed by Secretary Newberry. The official order went into effect on Wednesday.

The members of the commission are Paul Morton, chairman; Justice Moody of the supreme court, former secretaries of the navy, and Rear Admirals S. B. Luce, A. T. Mahan, William M. Folger, Robley D. Evans and W. S. Cowles. In his letter to each member of the commission President Roosevelt says:

"I have appointed you as a member of a commission to consider certain needs of the navy. The organization of the department is now not such as to bring the best results, and there is a failure to coordinate the work of the bureaus and to make the department serve the one end for which it was created—that is, the development and handling of a first-class fighting fleet. With this proposition in view, I will ask you to consider:

"1. All defects in the law under which the navy department is now organized, including especially the defects by which the authority of chiefs of bureaus is made equal to that of the secretary or the President.

"2. The division of responsibility and consequent lack of coordination in the preparation for war and conduct of war.

"3. The functions of certain bureaus, so as to see whether it is not possible to consolidate them.

"4. The necessity of providing for

secretary of the navy with military advisers, who are responsible to him for coordinating the work of the bureaus and for preparation for war.

"5. The necessity for economical allotment and disbursement of appropriations and for a system which will insure strict accountability.

"6. Finally, I want your views as to how best to reorganize and emphasize the strictly military character of the navy, so that preparation for war shall be controlled under the secretary by the military branch of the navy, which bears the responsibility for the successful conduct of war operations.

"I wish to have the above subjects considered under two general heads:

"First—As to the fundamental principles of an organization that will insure an efficient preparation for war in time of peace, a separate report under this head to be submitted at the earliest practicable date.

"Second—Specific recommendations as to the changes in the present organization that will accomplish this result, the report under this head to be submitted later.

"In addition to the above reports I desire your recommendation as to the number, location and general facilities of the navy yards which are required by strategic considerations in time of war and for maintaining the fleet in constant readiness for war in time of peace."

The membership of the general board is rearranged as follows: The admiral of the navy, president, ex officio; the chief of the bureau of navigation, the president of the naval war college, the chief intelligence officer, one member of the board of inspection and survey, the naval aid to the assistant secretary of the navy and three of the most efficient line officers of the widest experience afloat.

## BROCKTON MEN COLLECT DATA

BROCKTON, Mass.—Committees from the newly organized Brockton Industrial Development Association are to get to work immediately on the matter of prices and conditions in the shoe industry in the Brockton district. Manufacturers and labor unions alike will be conferred with and the data will be made public.

## CAT IS TRAPPED INSTEAD OF MICE

STONEHAM—A pet cat put into the attic to capture a mouse at the home of Mrs. Carleton Moses, Main street, so ardent performed its duties that it fell down between a partition wall.

Two carpenters worked for two days releasing the cat and rebuilding the wall, while a plasterer has worked a day replastering the room. Now the paperhangers will have a day's work.



## Sale of Plain and Fancy Silks

Special Purchase of Thousands of Yards Direct from the Importers.  
Made by the Famous Switzerland Mills (A. G. Vorm Baumann & Cie.)

OUR SILK DEPARTMENT (The Boston Silk Store) is offering exceptional values in plain and fancy fabrics, the result of an unusual purchase from a prominent New York importer. These handsome silks are 20 to 22 inches wide, and are regular \$1.25 to \$2.00 values. They are in beautiful designs, latest colorings and desirable for fine waists, gowns, costumes, trimmings, fur linings, etc.

It is a Great Silk Opportunity—Prices 70c, 80c and 90c Per Yard

### Chiffon Taffetas

20 and 21 inches Wide

Pure dye and very highly finished; soft and clinging; absolutely worth \$1.25 per yard.

By fashion's latest decree, these beautiful fabrics are to be the ultra fashionable material for spring wear.

Choice at 70c Per Yard

### 22-in. Taffeta Chiffon Supreme

Satin Brocade

Checked Taffeta Faconne  
Taffeta Dissemille Faconne

The Taffeta Chiffon Supreme comes in tan, old rose, gris, mode, verdure, bronze, cardinal, etc., worth \$1.50 per yard. Satin brocade, in ciel, white, lavender, blue, pink, cream, cardinal, mouse and tobec. Checked taffeta faconne, white ground with broken checks. Taffeta dissemille faconne, assorted browns and navy blue, worth from \$1.50 to \$2.00 per yard.

CHOICE AT 80c PER YARD

### Assorted Taffetas

\$1.50 and \$2.00 Values

Satin Striped Taffeta Faconne, in tan, copper, myrtle, navy blue, etc. Satin Checked Fancy Chiffon Taffeta (sample pieces.) Plaid Taffeta Satin Striped. Figured Satin Messalines, hair-line stripe, in the new spring colors.

Choice at 90c Per Yard

In Addition to the Above Numbers, We Also Offer the Following From Our Regular Stock

BLACK TAFFETA, full 19 inches wide, strong and brilliant, worth 75c per yard. Our price . . . . . 45c

BLACK SATIN, 19 inches wide, regularly selling at 75c per yard. Sale price . . . . . 55c

FANCY SILKS, in broken lines, odd patterns and short lengths, \$1.00 and \$1.25 values. Per yard . . . . . 60c

Yard Wide Natural Color Pongee, in a limited quantity, worth \$1.25; Cheney's Foulards in spring designs, guaranteed shower-proof, \$1.00 value; 26-inch Checked Wash Taffetas, worth \$1.00 per yard; English Wash Silks, new colorings and designs, 20 inches wide, imported to our order. Choice, per yard 65c

IT WOULD PLEASE US TO HAVE YOU MENTION THIS PAPER



# Theses of Girls at Turkish College Show Gratitude to Americans



AMERICAN COLLEGE FOR GIRLS AT CONSTANTINOPLE  
This institution holds a charter from the Legislature of Massachusetts and an imperial irade from the Sultan.

## Change in Attitude of Nation Exemplified at Constantinople School and by Plans for Better Education.

The English theses of the classes at the American College for Girls at Constantinople furnish a remarkable example of the change in attitude that has taken place since Turkey has become a constitutional country.

Ten of these brief papers have been printed precisely as they were written and are privately published. The excellent English surprises one less than the grasp which these girls seem to have upon the principles which underlie the revolution.

One Armenian mentions the shame she felt when obliged, as a preparatory student, to commit to memory Byron's poem "Love of Country," for she realized that she had no country. Now she says: "I can recite it with my full voice, it sounds so sweet." One paper was by an Albanian, two by Bulgarians, five by Armenians, one of whom was orphaned by the massacres, and two by Mohammedan Turks. One of the latter is no longer a student, but a graduate, and is said to be "the leading woman in Turkey in popularity and influence." Her first act when the censorship of the press was removed was to write an article for the Constantinople papers in which she pays a fine tribute to her alma mater saying:

"This first opportunity to speak through the Ottoman press I consider a greeting to you. The great feelings which were opened up to me in your classrooms, the ideas to which I was led in your libraries, showing me that there is no difference in men for race, class, sect or religion, I owe to you."

She speaks most gratefully of the teachers who left their own land and their own people "to elevate and enlighten the dark corners of this freedomless land."

This college holds a charter from the Legislature of Massachusetts as well as an imperial irade from the Sultan. It is situated at the most strategic point for the intellectual and moral development of women of the Turkish empire and the Balkan states. Land has been purchased for the removal of the college to the European side of Constantinople, on a site as commanding as Robert College.

Another institution of which Americans may well be proud is the International College at Smyrna. The American board of foreign missions has just received despatches announcing that Enver Bey, the hero of the reform movement, recently visited that city and said to President MacLachlan that Americans and American institutions had rendered to Turkey a great service, and had been a source of constant encouragement and inspiration to him and his compatriots in undertaking the work of reform.

Secretary Barton of the board reports that similar testimonials have come to the heads of various institutions all over Turkey, but never as yet from one so high in authority and responsibility. In Smyrna the government has undertaken to close in a stream that passes down through the center of one of the largest streets and to repave the street. They have asked the authorities of the International Colleges to take general oversight of the constructive work. This is another illustration of the confidence imposed in these institutions, and shows that the authorities are compelled to turn to them to find men of proper education to guarantee the success of any important undertaking.

## AT THE THEATERS

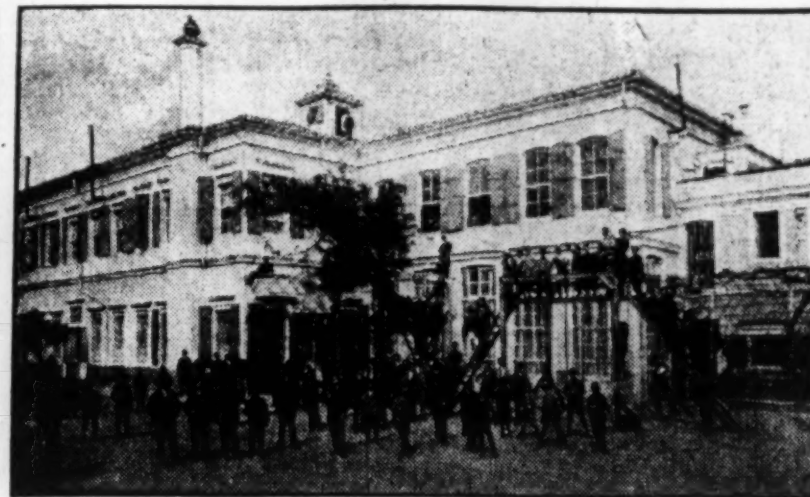
**CASTLE SQUARE.**  
"The Circus Girl."  
**COLONIAL.** "Little Nemo."  
**GLOBE.** "Forty-five Minutes from Broadway."  
**HOLLIS STREET.**  
"The Devil."  
**MAJESTIC.** "Marcelle."  
"The Sicilian Players."  
**PARK.**  
"The New Lady Bantock."  
**TREMONT.** "Follies of 1908."  
**BOSTON.** Variety.  
**KEITH'S.** Vaudeville.  
**ORPHEUM.** Vaudeville.

**THIS WEEK'S CONCERTS.**  
**THURSDAY.**  
Jordan Hall, 3 p. m.—Song recital, Dr. Ludwig Wullner.

**FRIDAY.**  
Steinert Hall, 8:15 p. m.—Sonata recital for violin and piano, Mr. and Mrs. David Mannes.  
Jordan Hall, 3 p. m.—Song recital, Emilio de Gogorza.

**SATURDAY.**  
Jordan Hall, 3 p. m.—Song recital, Dr. Ludwig Wullner.

**SUNDAY.**  
Chickering Hall, 3:30 p. m.—Fourth Sunday Chamber concert, The Czerwinsky String Quartet and Cecil Fanning, baritone.



INTERNATIONAL COLLEGE AT SMYRNA  
The Americans who contribute to American Board of Foreign Missions have influenced Turkey by the teachings of these colleges.

## PLAYHOUSE NEWS

### COMING PLAYS.

Miss Billie Burke will begin an engagement next Monday evening at the Hollis Street Theater in "Love Matches," a light comedy from the French of Le Fleur and Caillavet. The long run of the play in New York, and the complete pleasure that the performance of Miss Burke affords her audiences would appear to justify her rather rapid promotion to the position of star. Miss Gladys Unger, a young American girl who has won considerable success as a dramatist in England, is the adapter of the play for the American stage. She will be in Boston next week to observe her play and make any needed changes prior to the London engagement a few weeks hence. The cast includes the names of some excellent actors, among whom are Ernest Lawford, W. J. Crompton, Thomas Holding, Miss Maude Odell, Miss Louise Drew and Miss Ida Greeley Smith.

Victor Moore will come to the Tremont Theater next Monday evening with the George M. Cohan play in which he made such a success during its long run in New York last season, "The Talk of New York." The leading character is the same as that of "Forty-five Minutes from Broadway," and the play sets forth his adventures after the close of the earlier piece. Among the names of the company appearing in the support of Mr. Moore are Stanley H. Forde, Osborne Searle, John Conroy, Jo Smith Marba, Miss Mildred Elaine, Miss Sadie Harris and Miss Lulu Wells.

De Wolf Hopper appears at the Majestic Theater next Monday evening in "The Pied Piper," a whimsical musical comedy that sets forth an explanation of "What Happened Then" after the Pied Piper led all the children out of Hamelin. The Piper and the children have many fantastic adventures, and sing much by the way. The scenery and costumes are said to be very elaborate, the supporting cast good, and Mr. Hopper has numerous opportunities for his funmaking. The play is here for only two weeks, and will be followed on Feb. 15 by John Mason in "The Witching Hour," by Augustus Thomas.

Miss Hattie Williams will appear next Monday evening at the Park Theater as "Fluffy Ruffles," in a musical farce of the same name by John J. McNally. This farce is built around a well-known series of comic newspaper pictures. The scenery and costumes are said to be especially good, and the tunes pretty. The company is certainly excellent, containing as it does such names as William Morris, Bert Leslie, Jack Gardner, John Bunney, Miss Marion Abbott, Miss Josephine Drake, Miss Nellie Butler, and other capable players.

### PLAYS NOW HERE.

Miss Fannie Ward is to be seen only this week at the Park Theater in "The New Lady Bantock," an amusing new play by Jerome K. Jerome. Conspicuous acting is done in her support by Charles Cartwright.

Miss Louise Gunning, an exceptional singer and player, is in the last week of her all too short Boston stay in "Marcelle," an operetta by Pixley and Luders. There is much pleasing music and considerable funmaking by a corps of good comedians.

"The Circus Girl" proceeds blithely along on its indefinite run at the Castle Square Theater. Patrons of Mr. Craig's house, on the whole, have been better pleased with this attraction than any other so far this season.

"Forty-five Minutes from Broadway" is to be seen only this week at the Globe Theater. It is renewing its former successes in this city through the performances in the chief parts of Scott Welch and Miss Frances Gordon.

### NEW YORK OPENINGS.

"The Third Degree," by Charles Klein, Feb. 1, at the Hudson Theater.  
Miss Elsie Ginn in "The Fair Co-Ed," a musical play by George Ade and Gustav Luders, Feb. 1, at the Knickerbocker Theater.

### A GENTLE COLLEGE YELL.

George Ade's latest play deals with life at a fabled educational institution in the West—Bingham College. Prizes were offered in a competition for the best college yell to be used in the play. The winner is now being used. This received second prize:

"Buffalo! calico! corduroy! gingham! Pluribus, make a fuss, rah, rah, Bingham. Rarebit, tear a bit! scare a bit! sting 'em! Who rah! we rah, all rah, Bingham."

### THE BADDELEY CAKE.

One of the few survivors of the making of Twelfth Night cake takes place annually at Drury Lane. Originally a cake was presented to the lord mayor, but although the city of London is very conservative as to its old customs, this one has probably fallen into desuetude. Not so that of the performers who take part in the pantomime at Drury Lane year by year, says the London Morning Post.

They are the custodians of old customs, and guard with a jealous eye their due observance. At the close of the performance of "Dick Whittington" the Baddeley cake was cut and partaken of by all the performers. Baddeley, who originally was cook to Foote, and afterward a comedian, by his will left money to provide cake and wine for the performers in the green room at the theater on Twelfth Night.

Baddeley's cake was first provided in 1704 through a fund left by him, consisting of £100 invested in consols. Originally the cake was cut in the green room, but the ceremony is now performed in the foyer. Wednesday night all the principals were present, as well as the trustees of the funds, the company numbering between 40 and 50. Mr. Harry Nicholls, as master of the fund, cut the cake, and among those who shared in the distribution were James Fernandez, secretary of the fund; Sidney Smith, general manager of the theater, and J. M. Glover, musical director. The cake was made by W. and G. Buszard. After cutting the cake Mr. Nicholls made a short speech explaining the historical character of the ceremony, as many of the guests were newcomers to the "Lane."

### "THE TRAVELING SALESMAN."

One of the successes of the New York season is "The Traveling Salesman," now in its sixth month at the Gaiety Theater. It is by the author of "The Chorus Lady," James Forbes. The leading role is played by Frank McIntyre, who will be remembered as the comical Billy Saunders with Robert Elson in "Strongheart."

Not the least amusing part of the play are the proverbs that Bob Blake, the salesman, speaks so freely. Among the best are the following:

"The highest priced fishing tackle doesn't generally land the biggest fish."  
"Good intentions are all right, but good execution is a whole lot better."

"Money in the hand is better than dollar marks on paper."  
"There has been more money spent in developing gold mines than has ever been taken out."

A national association of traveling salesmen have been so pleased with the fact that they are at last presented truthfully upon the stage that they have elected Mr. McIntyre an honorary member of their association.

In the list of long New York runs in Tuesday's issue "The Traveling Salesman" was given credit for only 164 performances to last Saturday. The number should have been 195. The play reaches its 200th New York performance this evening, the largest number of any play now running in that city.

### WRESTLING WITH "THE ENGLISH."

G. Armand Caillavet, one of the authors of Miss Billie Burke's comedy, "Love Watches," has naturally been delighted with the great success of his play. He has expressed his pleasure in the form of post card messages, of which the following are a few samples:

"You must be a great actress; don't you?"  
"Tell me that you are simply wonderful; it is not!"

"All report agree you have most charming what is personality."  
"Friend who knew your premier enthusiastic knock on the head."

### BY THE WAY.

Augustus Thomas has sent a note to Eugene Walter saying, "No man writing in English for the stage has a keener dramatic sense. Your play is great."

Henri Bernstein, author of "Samson," has thus expressed himself regarding the American performance of his play: "I am delighted that the Gillette version is to be acted in London. William Gillette has not only adapted, but collaborated with me on 'Samson.'"

In Berlin alone there are 11 theaters where Shakespeare dominates the repertory, says the New York Times. One is practically safe in stating that there is not a single night during the real season, which lasts 10 months of the year, when Shakespeare may not be heard on at least one of the Berlin stages.

## BRITISH COLUMBIA METHODISTS MAKE PLANS FOR JUBILEE

First of Denomination Missionaries Reached Vancouver 50 Years Ago and There Are Now 7000 Communicants.

### PIONEER TO SPEAK

VICTORIA, B. C.—Methodists of British Columbia are making extensive preparations for the celebration of their jubilee. Feb. 10, 1859, the first Methodist missionaries to enter the province landed in this city, coming from Ontario by way of Panama and San Francisco. Victoria was then a place of about 3000 inhabitants. Aug. 15 of the same year the corner-stone of the first Methodist church on Vancouver island was laid by Sir James Douglas, Governor of the colony, the land for the purpose having been donated by the Hudson's Bay Company.

Now there are five churches of this denomination in the city, in addition to Indian, Japanese and Chinese missions, while the total membership throughout the province is over 7000. Beyond a church dinner and some special addresses, the celebration proper will not take place until May, when the general conference convenes in New Westminster, at which the leaders of the denomination throughout the Dominion are expected to be present.

The most prominent and noteworthy figure at this celebration will be the Rev. Ebenezer Robson, D. D., who is the only survivor of the pioneer missionaries of 50 years ago. Although Dr. Robson was placed on the retired list some years ago, he is still hale and active and performs more work than many in the ranks, and it is probable that no other individual, in this denomination at least, has left a deeper and stronger impression for good on the life of the province.

Dr. Robson has been indefatigable in his missionary and pastoral labors and declares that his work is far from being ended. He says the secret of remaining young is active work, and has endeavored to live according to that precept. He relates many incidents of those early days when the country was almost in its primeval condition and about the only means of transportation consisted of canoes and small open boats, in which many voyages were made in the face of fierce storms of wind and rain.

The various tribes of Indians were at war most of the time, which made travel exciting and often dangerous, but in spite of this much faithful work was done among the natives, many of whom accepted the Christian faith. This work extended as far as the Queen Charlotte islands, Skeena river and other points, and a number of mission schools for natives were established. A large number of men and women are now engaged in this industrial and educational work. At Chilliwack is located the Coqualeetza Industrial Institute at which 100 Indian children are in attendance.

Since 1860 missions have been maintained among the Chinese, principally in Victoria and Vancouver. In the former city this mission now comprises a separate Chinese church having its own edifice, an evening school, and a rescue home for Chinese women and girls. In this work they are aided by native Chinese missionaries. They also have Japanese missions established in those cities, although this work is of more recent beginning.

The first Methodist service on the mainland, which was then a separate crown colony from Vancouver island, was held in the Hudson's Bay Company's house at Ft. Langley. About this time the site of the capital of British Columbia was located on the north bank of the Fraser river and was named Queensborough, but was afterward renamed New Westminster by Queen Victoria, since which time it has gone by the title of the Royal City.

In April, 1859, services were begun at this place under a large tree, but later the government donated a lot for a church which was largely built out of the timber growing on the lot. This proved to be the first Methodist church to be dedicated in British Columbia. At New Westminster is also located the Columbia Methodist College, in which institution is given a full arts course in affiliation with Toronto University, and a full course of theology under its own charter, in addition to ladies' college courses. It is proposed to erect a theological college building here to cost \$60,000 in commemoration of this jubilee.

As an instance of the large districts covered in the pioneer days it might be mentioned that the circuit of one missionary was over 1000 miles, not including side trips, and he was often called to ride 100 miles to visit the needy or to perform the marriage ceremony.

Mr. and Mrs. H. A. Hoyer, who sailed recently for Europe, took with them a 30-horse power Maxwell automobile with which they will make a tour of Europe, Asia and Africa lasting six years. Mr. Hoyer is his own chauffeur, says the New York Sun.

He is from Spokane and an enthusiast in automobilism. He will land at Algiers and spend three months trying to find all the places that have been unvisited and incidentally going to all those that are known to most motorists. He expects to do about 105,000 miles in all before he starts back to America.

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The patronage of the professional and business men especially solicited.

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IN CORRECT SCRIPT, INCLUDING PLATE  
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In the land of perpetual June—the  
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Accommodations for 400 people. Every  
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The Jamaica Tourist Information Bureau,  
673 Boylston St., Boston, will upon  
request give detailed information of hotel  
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AINSLIE & GRABOW CO., 673 Boylston  
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One hundred rooms, steam heat, bath,  
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SYMPHONY HALL  
MONDAY AFTERNOON, FEB. 1, AT 2:30  
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VIOLINIST  
Tickets \$2.00, \$1.50 and \$1.00, on sale  
JORDAN HALL  
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The Famous Interpreter of Song  
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In a Recital Program  
Tickets \$2.00, \$1.50, \$1.00 and 50c, at  
Symphony Hall.

## Singers, Recitals and Concerts

### CZERWONKY RECITAL.

RICHARD CZERWONKY is the bravest musician in Boston, for he dares to call out an audience to hear a concert of only one hour in length. If in the course of the program of his second violin recital in Steinert Hall Wednesday evening he had not responded to applause by playing three additional pieces, his concert would have lasted only about 45 minutes. Mr. Czerwony did not undertake in this concert to range over the whole field of violin possibility; he just had two special subjects upon which he wished to express himself. His specialty on the intellectual side of violin playing was that of the theme with variations. In the department of reverie music he played a half dozen tender melodies which, because he fixed the mute on the bridge of his violin, and because he drew the bow very delicately across the strings, were just heard and that was all. These half-heard melodies were his second specialty.

Of his themes with variations the chief was the Chaconne of Bach, with which the program began; of less importance was a tuneless set of variations by Joachim. The Chaconne is written in a style which Bach so well understood, that in which the violin melody either by moving constantly up and down the range of the four strings or by remaining on the high strings and calling on the low strings for assisting notes, manages to accompany itself. In this music of Bach Mr. Czerwony's tones, or rather his series of tones, his melodies, were given the clean-cut lines of an old engraving, the upper notes giving the lights, the lower notes the shadows.

After the first number Mr. Czerwony has the assistance of Carl Lamson at the piano. The Variations of Joachim, as anybody could tell by watching the violinist, were well played; but as they were unwound one after the other the ear got no satisfaction proportionate either to the player's skill or to his interest in his work. These variations, though they have no violin nonsense about them, have not profound violin wisdom.

When a violinist looks about for pieces that reveal the more tender and the more deeply hidden voices of his instrument, he is frequently driven outside the realm of violin music and resorts to transcriptions. A good argument could be made against the transcription practice, but nobody would be convinced; it is the virtuoso's easy road to becoming a composer. Mr. Czerwony has written an arrangement of the Trauermusik of Strauss, and this with muted violin he played as first number in a group of which a Canzonetta and a Serenade of D'Ambrosio were second and third.

Applause for the playing of these was repaid by another piece for muted violin. In this Mr. Czerwony's instrument became a soprano singer whose final tones were sung softer and softer until the listener could not tell when they ceased. The brilliant Waltz Study of Saint-Saens, arranged for violin by Ysaye, and more of the tuneful applause music closed Mr. Czerwony's recital.

### AN AMERICAN MUSICIAN.

The new book entitled "The Evolution of Modern Orchestration," by Louis Adolph Coerne, Ph. D., published in New York by the Macmillan Company, has received a more flattering review in the London "Athenaeum" than in the New York "Nation." The English reviewer admits that Dr. Coerne may be right in saying that there are composers in America who if given a chance could do epoch-making things. The American reviewer has not the courage to assent to Dr. Coerne's confidence in the musicians of his country.

This book of Dr. Coerne is an extension of the thesis which he wrote in 1905 when he took the degree of Doctor of Philosophy in music at Harvard College. Both in writing his history of the orchestra and in writing his opera, "Zenobia," which was performed in Bremen, Germany, in the season of 1905-6, he himself has done epoch-making work in American music.

Louis Adolph Coerne, now a little under 40 years of age, has been a musician from the days when as a boy he studied the violin under Franz Kneisel and was leader of the orchestra in the Boston Latin school. When 24 years old he conducted the Boston Symphony Orchestra in a performance of an overture of his own composition at a concert in Sanders Theater, Cambridge. Dr. Coerne is a graduate of the Royal Academy of Music in Munich, where others of the present generation of American composers have studied. After bringing out his opera in Germany he returned to America last summer to stay. He is at present organizer of a church in Troy, New York.

The new symphony of Paderewski and that of Elgar will be rivals for the approval of Bostonians at the Symphony concerts next week. Both these men in waiting until they are in their prime before launching upon the world their first symphonies, have shown that they consider the composition of large works for the modern orchestra to be no child's play.

Miss Germaine Arnaud has been persuaded by people of Brookline to cancel in their favor her Boston concert announced for Feb. 13.

## DOLLAR COINED FIRST IN EUROPE

Joachimsthal, near Carlsbad, is historic as the birthplace of the original dollar. This was the silver gulden, groshen, coined in 1519 by order of Count Schlick from the metal of a recently opened mine, and it became known as the joachimsthaler, or "thaler" alone for short. Before 1600 the nimble English language had already made "dollar" of this, says the Denver News.

Therefore this name was loosely used of all manner of coins, varying in value from 75 cents to \$1.25 and belonging to all manner of countries, from Sweden to Japan. It was from the prevalence of the Spanish "dollar" in the British-American colonies at the time of their revolt that the modern "dollar" was derived, while in modern English very recent slang has given the name to the crown piece.

## KANSAS TEACHES HER GIRLS TO COOK

KANSAS CITY, Kan.—One of the men who gave information to the country life commission in Omaha recently said he believed not more than 50 per cent of the farmers' wives knew how to cook properly. The man then said the percentage of women he referred to didn't know they were deficient in cooking.

Kansas proposes to see that this criticism shall not apply to its farm homes if a well equipped school of domestic science can prevent it. The girls of today in Kansas are to be taught to cook, to sew and to do the many other important tasks of home in a way to eliminate even a suggestion of "household drudgery."

## EMPIRES ARE MADE GREAT BY THRIFT

All great empires have been thrifty. All great empires that were meant to abide have been thrifty. When the Roman empire ceased to be thrifty it degenerated and came to an end. France has been saved by her thrift. And now we come to our own country. What are we to say of her in the way of thrift? said Lord Rosebery before the Edinburgh Savings Bank. I sit in the house which is only privileged to pay taxes; not to vote them; but I am bound to say that, speaking from that external point of view, I am not quite sure that thrift is a governing consideration of our Parliament at this moment.

"To such a degree has this absence of thrift proceeded that it is now a subject of joy to the economist, because when any vote comes up for discussion there is no question of diminution, but a hundred voices for its increase."

## NEW YORK LEADS IN MAIL MATTER

At a postal conference in Postmaster Morgan's office, New York, at which the postmaster-general presided, it was shown that the mail matter handled here during the year was 640,036 pounds greater than the business done by the post-offices of Atlanta, Baltimore, Birmingham, Boston, Buffalo, Denver, Detroit, Des Moines, Hartford, Indianapolis, Little Rock, St. Louis, Minneapolis, Newark, New Orleans, Omaha, Portland (Me.), Rochester, San Francisco, St. Paul and Topeka, which aggregated but 100,636,965 pounds, says the New York Telegraph. It was also greater than the business done by Philadelphia and Chicago.



## PROSPERITY OF RAILROADS REFUTES PLEA TO CONGRESS

Letters to Legislators Indicate Secret Campaign Against  
Railway Interference Which Is Not Warranted  
By Commissioner's Reports of Conditions.

WASHINGTON—What is intended to appear as an appeal from railway employees and other workmen is voiced in a deluge of letters now being received by members of Congress protesting against anti-railroad legislation. The letters urge Congress to let railroads alone and suggest that attempts at regulation are responsible for many men being out of work.

The fact that these letters have begun to arrive in duplicate but bearing different signatures and addresses has led to the disclosure that they are the result of an organized campaign conducted by railroad managers themselves. The workmen are merely cat's paws. In many cases the latter have undoubtedly been persuaded that their trouble is due to the reasons alleged and they are willing to become responsible for the appeal to Congress.

How misleading the propaganda is will be apparent in the light of the report made only a few days ago by the interstate commerce commission on railroad earnings. According to that report, even the hard times did not cause any very serious falling off in the earnings of railroads and there is no excuse for the claim that roads have not sufficient income for betterments and for keeping up their regular staff of employees. The railroad year of 1906 was regarded as a good year. The receipts were greater than they had been for many years previously and while not up to the banner year of 1907 they were entirely satisfactory.

The report of the commission shows, however, that last year's earnings, in spite of the hard times, were actually better than those of 1906. The earnings of 1908 were \$98,875,470 in excess of the earnings of 1906 and \$342,158,231 in excess of those for 1905. The gross earnings per mile for 1908 for all the railroads in the United States were \$189 greater than the gross earnings for 1906 and \$1051 greater than the gross earnings for 1905.

A glance at the above figures shows that there is no more need for railroads reducing wages or cutting their force of employees than there was in 1905 and 1906 when no idea of complaint was heard.

At the same time that this campaign against congressional interference is going on the railroads have united, and by mutual agreement have put into effect a general advance in rates amounting to some 10 per cent. It is figured out that no less than \$25,000,000 will be added to the annual profits by this increase. The added freight rate touches many articles. In the case of iron going from Chicago

west the rate was advanced from 75 to 80 cents. Steel rates pay \$11 instead of \$10 a ton. Commodity rates on articles moving east from California affecting fruit, canned goods, beans, sugar, hides and leather all come under this 10 per cent increase. Dried fruit from California was raised 10 cents a hundred, beans 10 cents, leather 15 and 20 cents, hides and wool 10 cents.

It was to prevent any such general increase in freight rates without a hearing before the interstate commerce commission that the Fulton bill has been pressed in Congress. The fate of this bill, however, has been sealed at this Congress by the adverse report of Senator Elkins' committee on interstate commerce.

The following is a copy of the letter which is being sent many times manifolded to members of Congress:

Dear Mr. Congressman—I beg to call your attention to the injury which this community has endured through the enforced idleness of operatives in the works located here, making material and equipment used by railroads. Many concerns have been idle, or have worked but part of the time, for many months, because the railroads cannot get the money to purchase their products, although more equipment and construction is an urgent necessity. The reduced purchasing power of the employees in these railroad equipment concerns has reacted disastrously on the retail trade and every other interest in this place.

It seems to many of us that the laws which compel increased expenditure by railroads should be more carefully scrutinized with reference to what they will cost, and that laws or decrees aimed at decreasing revenues cannot but be prejudicial in their effect upon all who depend upon their prosperity directly or indirectly.

"May I venture to hope that you will use your influence as a legislator to secure fair consideration of railway measures, to discourage purely anti-railroad legislation and to favor such an adjustment of transportation rates as will be adequately remunerative to the railroads?"

"With great respect, I remain, etc." Investigation of the above letters disclosed the fact that the railroads have organized what they call The American Railway Employees and Investors Association. Several meetings were held in New York and E. W. McKenna, vice-president of the Chicago, Milwaukee and St. Paul, appeared as the chief promoter of the idea of organizing railway supply employees for the purpose of "educating" Congress. These letters are said to be the result of the plan.

## WIRELESS 'PHONES BENEFIT SHIPPERS ON GREAT LAKES

Latest System Promises to  
Revolutionize Handling of  
Vast Commerce of American  
Inland Waterway.

### PLANS UNDER WAY

Wireless telephony, that latest, and in many ways greatest, wonder of this electrical age, is on the eve of working a complete revolution in the methods of handling the enormous shipping of the Great Lakes.

By use of this system marine insurance rates will be reduced to a minimum, owing to the fact that all storm warnings may be transmitted immediately to lake vessels so that they will have ample time to make safe harbors.

Eighty per cent of all the water tonnage of North America is carried on the Great Lakes. Thirty thousand craft of all classes today are engaged in the lake trade, and the lake shippers are from one to three years behind on their orders from lake ship owners.

Four thousand freight steamers, 250 big passenger steamers and about 25,000 pleasure and other craft comprise the enormous Great Lakes fleet, which uses upwards of three million tons of coal in a single year, or enough to heat every house in Chicago for three years.

The Pittsburgh Steamship Company, which is merely the carrier of the United States Steel Corporation, alone owns ships with a combined capacity of 650,000 tons of ore during a single trip.

Greatest of all lines of lake traffic is that in iron ore, and some 800 giant steamers are engaged solely in its carriage. This ore commerce has doubled during the last six years and the steel men believe it will be doubled again during the next ten, for three little patches of the Great Lakes country produced in 1908 nearly half of the world's total supply of iron.

At least 90,000,000 bushels of wheat, 60,000,000 bushels of other grain and 7,500,000 barrels of flour passed through the " Soo " canals and 50,000,000 bushels of grain, conservatively represent the total shipments from Chicago, Milwaukee and other ports whose eastbound commerce does not pass through these canals. The year's lumber shipments aggregated nearly 1,500,000,000 feet.

With all the great shipyards straining every effort to meet the demands of the lake commerce, shippers agree that they never will be quite able to meet the requirement of the traffic. Harbors and canals must be enlarged to facilitate the

Advantages of Wireless  
'Phones Are Innumerable

Some of the advantages of the wireless telephone system for use in commercial respects are that no franchises are needed; there are no wires to be affected by storm; no buzzing; provides fully means of direct and immediate communication between ship and ship and from vessels to the shore. It is expected that the system will be in use on the Great Lakes in the summer of 1909 with 200 stations utilized.

growing business and unless there is some means available for the protection of this vast shipping, the tragedies of this next decade will be greater than those of all the past. In the wireless telephone it is believed that protection has been found.

During the season of 1908 the splendid passenger service of the Great Lakes was used by more than 16,000,000 people and the ratio of increase indicates that this total will be doubled in less than a decade. The railroad fare between Detroit and Buffalo is \$7, but by steamer one can travel the 80 miles between these ports for \$2.50, while one day each week a fare of \$1.25 prevails.

The future of the Great Lakes commerce is something so vast that none but the most venturesome would chance a prophecy. With the great Mississippi system to the southwest, soon to be connected with Lake Michigan by way of the ship canal which Chicago is building into the Illinois river, vessels will be enabled shortly to pass from the Great Lakes down the Mississippi river to the Gulf.

To the northwest lies the great wheat country of central North America, the focal point of which is the growing city of Winnipeg, located at the junction of the Assiniboine, now navigated for 300 miles, and the Red River of the North, up which steamers can go to the Minnesota, through the great wheat fields of the United States, thus bringing her sphere of influence south to Grand Forks and Fargo in the Dakotas.

The congestion in the Detroit river is to be relieved by two Canadian projects giving free outlet over British soil to the shipping of the great Northwest. The first of these, the Georgian Bay project, is to take in the French river, Lake Nipissing and the Ottawa river, thus connecting Lake Huron with the St. Lawrence at Montreal.

The second, the Trent navigation project, now is open from Lake Simcoe to the head of Hailey's falls, a distance of 135 miles. Nearly all the unfinished portion is under contract.

### REAL ESTATE.

**Wylie Farm and Live Stock Co.**  
OWNS 600 acres under water right and 1240 acres of range water; we can care for 10,000 sheep on free government range; the 600 acres put to pasture or pasture will net us \$200 to \$400 per acre; sheep, \$1.50 net per head; brood mares (200) and hogs inside \$12,000; total annual income \$200,000; we are incorporated for \$50,000; wishing to increase our stock, we will sell a few shares, per value \$100. Write  
D. D. BORUFF, Pres. Roswell, New Mexico.

### NEWTONVILLE

**FOR SALE**—Beautifully located house and stable on high land; five view; near boulevard; 12 rooms and billiard room, tiled bath; laundry, hardwood floors, five open fireplaces, gas and electric light; stable, four stalls; large carriage and harness room; bathroom; stables heated by hot water heat; 1/2 acre land, everything up-to-date; price \$20,000; no brokers. Address T. J. Monitor Office.

**BROOKLINE**—For sale or to let, estate 102-104 Mason terrace, a fine investment to the right party; well built house, built for owner in one and a half years; superb location, the neighborhood; price \$14,000, rentals \$1300. Apply at 172 Mason terrace, mornings.

**\$2200 BUYS A FINE Summer Home in N. H.**  
Write for particulars, RAY HARRIS PERKINS & CO., real estate and farm agency, Box 213, Tilton, N. H.

**CHESTNUT HILL**  
**FOR SALE**—Very attractive nearly new house, 11 rooms, 2 baths, exceptional bargain for quick sale. COFFIN & TABER, 24 Milk st.

**FARM FOR SALE** in Vermont with maple sugar orchard, 300 acres, at half cost of buildings, which are new and modern; easy terms. W. L. WAUGH, 1 Lexington ave., Somerville, Mass.

### FINANCIAL

**BONDS FOR SALE**  
I have for sale five \$1000 bonds, bearing interest at 6 per cent, payable semi-annually; Massachusetts close corporation, est. 1885; bonds have 10 1/2 years yet to run; Shawmut Bank of Boston and other well-managed banks have loaned on bonds of same series within a year, something that is done with high-grade securities only. I own 10 bonds and feel it necessary to sell five to meet a sudden personal call of \$5000; price \$300 each, which is what I paid for them; will sell singly or in block; I refer by permission to Mr. George M. Clough of 24 Milk st., Boston. Address all communications to K. I. Monitor Office.

**DEPOSITS BEARING 4 PER CENT INTEREST** GUARANTEED BY THE STATE OF OKLAHOMA. DEPOSITORS' GUARANTEE FUND, BANK OF KANSAS, Kansas, Oklahoma. Information furnished on request.

## TARIFF REVISION ONLY DISTURBING FACTOR IN TRADE

Business Conditions in South-  
West Are Improving, But  
Not Yet Back to Normal,  
According to Reports.

Business in the Southwest, according to reports, is improving in a very satisfactory way. Conditions are not yet as they should be, but progress toward betterment is being made and if it were not for the tariff agitation there would be a much more rapid advancement toward prosperity. It is stated, however, that there is a better understanding at present between the people and the corporations than ever before and that this means a continuation of good times when they finally arrive.

B. F. Yoakum, chairman of the Rock Island-Frisco lines, who has returned from a three weeks' inspection trip over the principal roads of both the Rock Island and the Frisco, says that conditions generally in the Southwest are improving, but that business is not back to normal. This, it is said, is particularly true of the lumber and other milling industries of the Southwest.

Conditions among the agricultural interests are satisfactory and promising as to the future. The winter wheat crop is looking very well and the farmers are planning to plant at least the usual acreage of all crops the coming season. About 70 per cent of last year's cotton crop has been moved, and there is considerable grain yet to be transported.

There is a disposition on the part of business interests in the Southwest, Mr. Yoakum says, to attribute the present comparative dullness to the agitation of the tariff question, and to believe that the volume of business will not again become normal until that question is settled. The railroads are not buying lumber on as large scale as they probably would except for the tariff situation, as prices would naturally be modified considerably if lumber were placed upon the free list.

Neither are the railroads buying iron and steel products to the extent which they would expect for the tariff discussion and the possibility of a substantial reduction in the present schedule. These facts, Mr. Yoakum pointed out, have a direct, or at least an indirect bearing on many lines of business.

Mr. Yoakum says very positively, in contradiction to the numerous reports which have emanated from the Southwest during the last three days, that the Frisco is not planning any important new construction. He says that naturally some small feeders will be built, but that in a general way was the policy of the management will be to develop the present lines owned and controlled, and not to build new ones. Throughout the Southwest, Mr. Yoakum says, money is being used on profitable terms. While he does not look for rapid changes in the next few months, Mr. Yoakum believes that the tendency in the Southwest will be toward further improvement.

**JAPANESE HONOR KAISER.**  
TOKIO.—Ambassador Mumm von Schwartzstein, the imperial German representative here, entertained all the highest Japanese officials as well as the foreign diplomats here at a brilliant reception in honor of the German Emperor's 50th birthday.

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Has Curious Effect on Vegetable and Animal Life.

Talk about wireless telephones! The Colorado desert goes one better in that line. According to travelers in that district of sand and sagebrush, you can converse with any kind of telephone, with or without wires, at least up to a certain distance.

Two men a mile apart can carry on a conversation in an ordinary tone of voice, particularly if there happens to be a small hill behind each. The prevailing silence is intense.

Perhaps, after all, the weirdest among many strange features of the desert is the mirage. We have camped perhaps, and gone to bed early in the evening, with the thermometer registering not far below the 100 mark. We awake, shivering with cold beneath our blankets, and look toward the east.

There is the slightest sign of light in the sky there, which, as we watch, grows slowly in strength; a grayish haze marks the horizon's edge, which stands out more sharply at one point, from which broad, pale rays creep up and out high above in the sky. These again slowly fade as a point of brilliant light appears at their base. This point grows to a half circle; then breaks and runs along the skyline in a surging, golden lake.

Upon the shores of this lake cities spring up, towers, spires and solid blocks; these fade into fields and forests and farming scenes; fields of golden grain, cattle standing in green alfalfa, sheets of water. The mountains near the edge of the lake separate from their bases and float upward, topple over and stand on their heads, their unwieldy feet in air, writes Harvey Hall Kessler in the "Travel Magazine."

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Contributions on Topics of Interest  
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# THE HOME FORUM

A Page of Interest to All  
the Family

## A Wedding by Royal Command

Lady Violet Elliot was married recently to Lord Charles FitzMaurice in Calcutta, India, by command of King Edward.

As the bride's father, the Earl of Minto, is the Viceroy of India, the wedding was a state ceremony, rivaling the famous durbars in splendor. The Archbishop of Calcutta conducted the service in St. Paul's cathedral. Indian princes from all the native states and the high officials of the east were present.

The wedding dress was of gold and silver and pearl embroidery, adorned with the superb lace of the Minto and Lansdowne families. The bride, the youngest of Lord Minto's three beautiful daughters, is in her 20th year.

The bridegroom, the second son of the Marquis of Lansdowne and heir presumptive to the title after his childless brother, the Earl of Kerry, is a captain in the First Dragoons, stationed at Lucknow.

The sweetest music is not in oratorios, but in the human voice, where it speaks from its instant life tones of tenderness, truth and courage.—Emerson.



HOW RUSHES ARE HARVESTED.

This great tract is in Montezuma marsh, in New York state.

Just now may seem a strange time for harvest unless it be of an ice crop, but it is during the winter that there is a great gathering of rushes and cat-tails in northern temperate climates. Within the last few years it has been found that flag or rushes and cat-tails make excellent material for paper manufacturing. The harvest begins in August and when possible continues to April. When we see the farmer in the marshes, cutting during his spare time, we may know that he has found a market for something he formerly considered useless.

Flag, as it is mostly called, besides being used for paper making, is used in horse collars, chairs and calking for barrels. The crop is a successful one and brings from \$5 per ton up as high as \$50 for the best variety. The Montezuma marsh, which is near the northern end of Cayuga lake in New York state, is a vast field for this flag. Cayuga canal, which connects the Erie canal and Cayuga lake, passes through this immense marsh land, and divides its 30,000 acres of extent. The Erie canal also crosses the marsh by means of an aqueduct. At this crossing one can look in all directions and see simply a vast area of marsh. In some places the water is very deep and no bottom has been found.

Pictures show a man cutting, also some flag stacked, which is about one ton; this is worth \$35 just as it stands. The manufacturer comes and takes it away. An industrious man may do well harvesting a crop he never has to sow and which always takes care of itself.

There is an interesting anecdote in connection with the New York Central Railroad's crossing this marsh. In 1852 the first tracks were put through and were on a raft. Twenty years later, when Commodore Vanderbilt ordered the road enlarged to the present four-track system, the original plans for crossing the marsh lands could not be found. Search was made everywhere but without avail. One day while the engineer having supervision of the construction of that division was sitting in his office in Rochester an old man with a bundle of papers under his arm came in to see the "boss" surveyor. He said that 20 years ago the man having the construction of the raft crossing the marsh boarded at his house and left without paying his board bill, but he had left the plans. These the man thought might now be valuable to somebody and he wanted to sell them. Advice was asked of the purchasing agent who said at once to pay the board bill with 6 per cent interest for 20 years, also to give the man and his wife an annual pass over the road. Thus the original plans were recovered very cheaply.

At 90 feet there was no bottom, pile driving was out of the question, so the raft was constructed and trains run over it every day without any slackening of speed. Passengers would never know where it was unless they took pains to find out.

He that is for the right and for the truth is more than all that can be against them.

## POEMS WORTH REMEMBERING

Light Amid Darkness

"But unto you that fear my name, shall the Sun of righteousness arise, with healing in his wings."

Sometimes a light surprises  
The Christian as he sings;  
It is the Lord who rises  
With healing on His wings;  
When comforts are declining,  
He grants the soul again  
A season of clear shining  
To cheer it after rain.

In holy contemplation  
We sweetly then pursue  
The theme of God's salvation,  
And find it ever new;  
Set free from present sorrow,  
We cheerfully can stay,  
E'en let the unknown morrow  
Bring with it what it may.

It can bring with it nothing  
But He will bear us through;  
Who gives the lilies clothing  
Will clothe his people too.  
Beneath the spreading heavens  
No creature but is fed;  
And He, who feeds the ravens,  
Will give His children bread.

Though vine nor fig-tree neither  
Their wonted fruit should bear—  
Though all the field should wither,  
Nor flocks, nor herds be there;  
Yet God the same abiding,  
His praise shall tune my voice;  
For while in Him confiding,  
I cannot but rejoice.

—William Cowper.

## TODAY'S PUZZLE

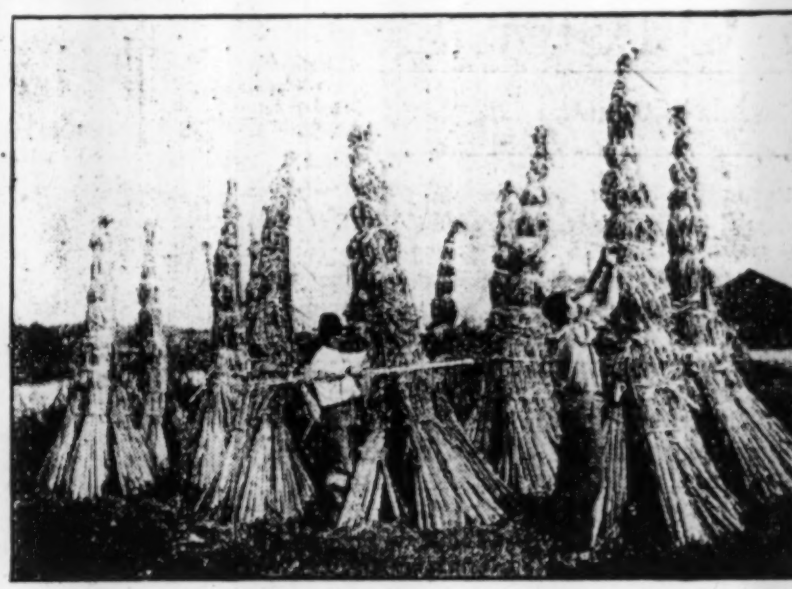
Word Square

To range.  
A king of Israel.  
Bible receptacles.  
That which makes dim.

ANSWER TO PICTURE PUZZLE.  
Pantry.

While politicians expend their zeal on transient interests, which perhaps derive their chief importance from their connection with a party, it is the province of the judge to apply those solemn and universal laws of rectitude on which the security, industry and prosperity of the individual and the state essentially depend.—Channing.

The only amaranthine flower on earth is virtue; the only lasting treasure, truth.—Cowper.



RUSHES READY FOR MARKET.

The stalks shown aggregate about one ton and are worth about \$35 as they stand.

## New Englander's View of California

"Red Tape" in Forest Reserve.

Writing from California, a Home Forum correspondent says:

My early life was passed in New England, near the Atlantic coast, and well do I remember how I used to wonder what the country away to the west, upon the Pacific coast was like. As I grew older and saw people who had been to California and "lived to return," I learned something of this "unknown clime," but never until I came here and made this state my home, did I realize how almost impossible it is for one who has never been here to form any true idea of the conditions as they really are.

There are two mountain ranges over one hundred miles apart, running through the entire length of the state, with a broad fertile valley lying between. The range upon the west is called the Coast

Range, and that of the east the Sierra Nevada. These ranges have many peaks from which the snow never disappears. Along the summit are abrupt peaks often of volcanic origin, with deep, dark canyons between, where deer, bear, mountain lion and many other wild animals abound, and the clear creeks and brooks, with water of almost icy coldness afford fine sport for the anglers who frequent these places. Here the pine timber of commerce is found; although there are many places as yet inaccessible to the lumberman, and to those unaccustomed to the sight, these lofty monarchs of the forest are almost awe-inspiring. There are also oak, spruce, and other kinds of trees, also the ever-present manzanita, and chaparral (an evergreen bush) in abundance.

Upon the Pacific slope in the northern

counties the giant sequoias or redwoods are found, and here the climate is always damp and mild. This is a fine stock country. Here vegetables, berries and many kinds of fruit attain their greatest perfection with little or no irrigation.

These mountain regions are where the vast flocks of sheep and bands of cattle are driven for pasture or range during the dry season. Much of this territory is now embraced in the government forest reserve. This reserve business, although perhaps for the best in the long run, now causes the stockmen much inconvenience, as everything is so different from what it used to be. There is a vast amount of "red tape" about it all, besides limiting the quantity of stock to be taken upon the reserve.

## The Man On 'Change in New York

The men who specialize in bonds on the New York Stock Exchange are compelled to know of the millions of bonds traded in and the mass of data and orders they must have in their minds at all times is enormous. To be successful they must think in millions of eighths, act quickly and accurately and be prepared to go into their pockets to pay for any errors they may make.

Under these conditions few men care to stay in the work indefinitely, large though the money rewards may be. Instead they take frequent vacations or retire to the easier work of trading in stocks. Some of the larger houses employing three men on this work insist on the men taking one week off in three.

I'd laugh today—today is brief;  
I would not wait for anything;  
I'd use today that cannot last.  
Be glad today and sing.  
—Christina Rossetti.

## CHILDREN'S DEPARTMENT

### AESOP'S FABLES RETOLD

#### The Fawn and His Mother

A Young Fawn once said to his mother, "You are larger than a dog and swifter and more used to running, and you have, too, your horns for defense. Why, then, oh mother, are you always in such terrible fright of the hounds?" She smiled and said, "I know full well, my son, that all you say is true. I have the advantages you mention, but yet when I hear only the bark of a single dog I feel ready to faint, and I fly away as fast as I can." No arguments will give courage to the coward.

Was it for nothing that the deer was given fleetness? She does not need to stand her ground with the dogs and engage in savage fight. For her the fields of God are broad and beautiful, and with one bound of superb energy she can leave the snarling pack far behind and reach the upper glades of security and peace. They are not all cowards who refuse to fight!

#### Fly, Flee, Flew

A flea, and a fly, in a flue  
Were imprisoned.  
Now what could they do?  
Said the flea, "Let us fly."  
Said the fly, "Let us flee."  
So they flew through  
A flaw in the flue.  
—Selected.

An aspiration is a joy forever, a fortune which we can never exhaust and which gives us year by year a revenue of pleasurable activity. To have many of these is to be spiritually rich.—Robert Louis Stevenson

## Endeavoring to Abolish Bull-Fighting.

Queen Victoria of Spain is, it is said, anxious to abolish in her country the enormities of bullfighting; she has hitherto consented to attend at this favorite national sport, but the last time she went, shortly before Don Jaime's birth, what she witnessed filled her with horror and grief.

So she has caused to be revived the memory of the fact that the great Queen Isabella, when she returned from conquering the Moors, declared that it was her wish to abolish bullfighting as a cruel sport, which, she asserted, had been introduced by the Paynim Moors, and which was unworthy of a Christian race.

If the Spaniards of today are reminded that the Queen whose memory they adore was only prevented by her death from putting down the cruel sport, it is hoped that they may allow their present queen to make it at least unfashionable for ladies to attend on such sights.

Queen Christina tried to do so in the early days of her rule as widowed regent, but she had so much else to contend with that she had to abandon this unpopular reform.

## Be Friends With Life

Be friendly. The all-seeing eye  
Beholds and guides the butterfly,  
And each wee thing that creeps and runs,  
All, all are God's own little ones.  
Be friendly. All the world is fair,  
And God's great hand is everywhere.  
—F. L. Nutt.

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Scriptures

The Text Book of Christian Science by

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## HARVARD'S PRESIDENT-ELECT

When one seeks Prof. A. Lawrence Lowell of Harvard these days, says the Boston correspondent of the New York Herald, he may be found in any one of three places, and this searching in itself is informing regarding the personality of Harvard's next president. If the seeker finds him at home, his residence, at No. 171 Marlboro street, reveals him a cultured member of Boston's most exclusive Back Bay social circles. If one finds him at his office, that office, in the Exchange building, eight floors above the roar and din of the stock exchange, discloses that he is a capitalist, for the door is labelled "August Lowell Estate, Massachusetts Cotton Mills, Merrimack Mills, Massachusetts Mills in Georgia." Or if the searcher for Harvard's next president goes to the university he will find him at the new lecture hall, where he is the professor of the science of government, delivering to large numbers of young men the results of his study into the forms of European governments—a study which has given him recognition as a scholar of the first rank.

Many persons sought him as soon as the Harvard Corporation had elected him. They found him affable and yet dignified, of engaging personality but wilful. Everybody wanted to chat about

his place, about the future of the university. He didn't care to talk about those things, and so he didn't.

Of Professor Lowell's immediate family John Amory Lowell, his grandfather, and Abbott Lawrence, his maternal grandfather, were leaders in the textile industry. His father, Augustus Lowell, Harvard, 1870, was one of Boston's most famous financiers.

To undergraduates A. Lawrence Lowell, 77, has provided evidence by his own record as a student that to excel in athletics it is not necessary to neglect scholarship. He was the champion distance runner of the college, winning the mile run and the three-mile run on one afternoon. This was in his senior year. He was graduated cum laude, was awarded highest honors in mathematics and was elected to the Phi Beta Kappa, a society which recognizes scholarship. Professor Lowell possesses evidence for his belief that students who excel in college activities will excel in affairs after they leave college.

It is to be expected that Professor Lowell and his wife will make the social life of the college a feature of the new administration, as they have frequently opened their Back Bay residence for college gatherings.

## Handwriting on the Wall

On the walls of the public library in Cambridge, Mass., are the following inscriptions:  
It is noble to be pure.  
It is right to be honest.  
It is necessary to be temperate.  
It is wise to be industrious.  
But to know God is best of all.  
Men, women and children, if you obey these commandments, you will be happy. If you disobey them, sorrow will come upon you.

The largest heart is always the tenderest.

## Critics Kind to Americans

The American singers who have been appearing in grand opera at Covent Garden, London, have taken more than their share of the laurels, and the critics have treated them most kindly. Mrs. Seltmann-Stevens, in her part as Brunhilde, has evoked the most enthusiastic praise. Mrs. Rachael Frease Green, the American soprano; Francis MacLennan and Florence Easton also have received flattering praise.

The only amaranthine flower on earth is virtue; the only lasting treasure, truth.—Cowper.



# THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

## EDITORIAL

Boston, Mass., Thursday, January 28, 1909.

### Captain Sealby

THACKERY, discussing in "The Four Georges" the liking which, in spite of all his failings, the English people acquired for George the Second, accounts for it in part by telling the story of that monarch's conduct at Dettingen. Every one probably knows the story, how his horse ran away with him, how it was stopped before it could carry him into the French lines, how he dismounted and drew his sword and placed himself at the head of the British troops, with the words, "Now shall I not run away." "Courage," was Thackeray's reflection, "never goes out of fashion." One is reminded of this story as one reads the accounts of the heroism displayed by captain and crew during the sinking of the Republic. For, no matter what the eventual finding of the courts may be with reference to the question of navigation, the recollection of the conduct of Captain Sealby and the men who stood by him in the hours of that fight to save life instead of to take life will never go out of fashion.

The history of war has always had an absorbing interest for mankind. But without in any way detracting from the story of the heroism of the battlefield, it may be permissible to hint that the world often repeats those famous lines of John Milton,

"Peace hath her victories  
No less renown'd than war,"

without giving them their true value. Never, it may perfectly safely be said, on any battlefield in the world, have men faced death with more calm and deliberate courage than Captain Sealby, striving first to save the lives of the passengers and crew committed to his charge, and then finally to bring to port the great liner, "trailing like a wounded duck," to use Mr. Kipling's simile of the "Bolivar," behind the Gresham and the Seneca. The excitement of saving the passengers was over. That had been well and splendidly accomplished. The crew and officers of the Republic had been removed to the steamers which had come to her rescue. And alone, in the fog and darkness, the captain and his second officer, Mr. Williams, stood on the bridge of the liner as, straining at her tow-ropes, she settled deeper and deeper in the sea. The story of what followed has been told by Captain Sealby with a simplicity and conciseness which could scarcely be matched even out of Wellington's Peninsula despatches. The end came with its usual suddenness. There was barely time to burn the blue lights and fire the revolver shots which were the signal to the Gresham and the Seneca to cast off, when the liner went under with a swirl, and the two men found themselves fighting for their lives in the darkness in the sea. When they had at last been found and lifted into the life-boat the captain lay still for a little time. Then, rolling over, he slipped his arm round the second officer. "You were game to the last," was all he said.

It is said of William the Third of England, the silent, uncouth man who made the faces of the ladies of the court flame with anger, that he was understood by the sentries at Whitehall gate. They had been with him in Flanders. They remembered that terrible afternoon, in the rout at Landen, when, his George shot away, his blue ribbon torn by bullets, and his wig singed, he flung himself out of his saddle in their midst and showed them how to hold the enemy back: "We must stand close up to them! Thus, gentlemen, thus!" Probably no description of these moments ever conveys even the faintest impression of the truth. Only those who were present can ever appreciate the heroism of the actors. We may form our own picture of what occurred on the decks of the Republic during the hours of agony that intervened between the moment of the collision and the actual foundering, but it would be well to let that picture be not one of horror and of death, but one of the calmness of true courage controlling the suggestions of panic and of fear, in the steady realization of that great commandment, "Greater love hath no man than this, that a man lay down his life for his friends."

IT HAS been several times represented to be President Roosevelt's desire that the entire territory of the country proper should be under state government at the time of his retirement from office. Until recently it has seemed as if this wish might be gratified. Opposition of a very decided character, however, has recently sprung up in the Senate to the admission of Arizona and New Mexico.

It is commonly believed in Washington that the House will pass at this session the joint bill for the admission of these territories to the sisterhood of states. Recently, the Senate committee on territories, which has been adverse to the measure, is reported to have changed front and is expected now to report the bill favorably after its passage by the House. But here a serious obstacle will arise. Quite a number of eastern Republican senators, it is said, will oppose the measure on two grounds—first, because Arizona and New Mexico, by reason of their sparse population, as well as its character, are not entitled to statehood; and, second, because they are opposed to the introduction into the Senate of four new Democratic senators.

Nearly every argument that has been raised against the admission of these territories has been fully and satisfactorily met, except the argument that they have not attained sufficient importance to be entitled to the privilege they are seeking. The claim made on their behalf that they are more important than Nevada has not been a strong one, because Nevada has for years, in the minds of many, been regarded as a mistake. But it has been shown these territories have been and are making great progress in population and wealth, and that the objection named, even if valid now, cannot long have force.

It has been shown, moreover, that the strength of the objection based upon the character of the population of the two territories, or either of them, has been greatly impaired by reason of the immigration which has been flowing into them the last few years. But the objection based upon purely partisan grounds—upon grounds of party expediency—is a different matter, and if insisted upon may defer the admission of Arizona and New Mexico indefinitely.

The political wisdom of such a policy may, of course, well be doubted. But in practical politics wisdom and expediency are often as far apart as the poles.

### The Admission of Arizona and New Mexico

### The Editors and the Deep Things

FEW THINGS could be more pleasing or promising, from the point of view of people who are learning to think rightly, than the character of many newspaper editorial references to recent evidences of the fact that intelligence in our day is reaching far beyond the bounds of the visible and with absolute confidence in its ability to grapple with things unseen.

Take, as an illustration, an article in the New York Tribune of Tuesday, which begins with these remarkable words: "Within the last few days the world's attention has been directed to three impressive examples of the possibility of acquiring knowledge of objects or phenomena completely hidden from the human eye."

The "impressive examples" alluded to are these: An astronomer's expression of positive conviction that beyond the orbit of the farthest planet there is another, an unknown and unseen member of our solar system, the automatic records made by the seismograph of earth tremors occurring over 3000 miles distant from the instrument, and the sending out by the steamship Republic to all points of the compass, by wireless telegraph, of messages announcing her disabled condition and appealing for aid.

Space, the Tribune points out, was practically annihilated in each instance. The operator on the Republic was no more confident of obtaining a response to his call from vessels along the coast than the seismograph observer was certain of his earthquake 3000 miles away, or the astronomer of his planet on the farther side of the solar system.

Writers who are called upon to comment upon the ordinary or the extraordinary events of the worldly day, and to do some small measure of justice to the subjects of which they treat, cannot fail to be "impressed," as the writer in the Tribune confessedly is, by these examples of the wonderful achievements of intelligent effort, any more than they can avoid being touched, when discussing them, with an awe which borders very closely upon reverence.

CHICAGO is to have slot machines for the delivery of daily newspapers. It is said the device will not only deliver the newspaper wanted but will make change. It can be installed on the street cars, elevated and regular passenger trains. If successful, of course, it will come to Boston.

PRESIDENT-ELECT TAFT will soon be in a position to say whether we should stick to the high-level or take up the sea-level scheme of construction at Panama. In this connection it is worth while to mention that the recent earthquakes may have considerable to do with the final decision. This should be put plainly, however, for the military engineers who have declared for the safety of the present construction are entitled to a statement showing why the change, if made, is made.

THE NEW YORK subway carried an average of 22,000 people an hour last year, and the figure is expected to be increased to 36,000 this year. More subways is the only remedy Bion J. Arnold has to offer for relieving the jam.

THE FRANKFURTER ZEITUNG is one of the greatest newspapers in Germany. It appeals to a vast and influential circle of readers. The article, consequently, in which it has recently discussed the relations between England and Germany, in connection with the approaching visit of King Edward to Berlin, is of peculiar interest.

As a result of his examination of the situation, the writer has come to the conclusion, in which every sane person must participate, that there is nothing whatever for the two nations to quarrel about. At the same time he cannot avoid perceiving that their relations to each other are very far from being cordial, and so he somewhat carefully analyzes the points of friction. Foremost among these he places what he describes as the Englishman's habit of regarding Germany as an obtrusive competitor in the world's markets, and one fast developing into a troublesome and dangerous rival. Now that England does regard Germany as a serious commercial rival is beyond question, but not more beyond question than that the fact is not in the least regarded as a cause of offense. England has other serious commercial rivals, but she is not living with any of them on the same basis of mutual recrimination. Next the writer draws attention to the English policy of forming ententes which are supposed to have for their purpose the isolation of Germany. Supposing for a moment this to be the fact, the only possible criticism would be that England had taken a leaf out of the book of Germany's example. The idea of the negotiator of the triple alliance, the power which later endeavored to combine Europe against England during the Boer war, objecting to the formation of alliances exhibits, rather than anything else, a considerable lack of humor. The writer of the article is himself aware that such reasons as these are no reasons at all for the enmity of two great nations. Indeed, he is perfectly frank in admitting that the faults are not all on one side. It must unfortunately be admitted, he says, in the version telegraphed to the Morning Post, "that the backwardness of Germany's political culture, and often her indiscreet procedure, have made her appear in the eyes of the English an unmannerly upstart."

The simple fact is that the friction between England and Germany is caused by something not much more dignified than their habit of what Mercutio would have called biting their thumbs at one another. It began probably with the unfortunate attitude assumed by the German press at the time of the Jameson raid. That raid took England by surprise as completely as it did President Kruger, if it did take him by surprise. Unfortunately it became the cue of the German papers to assume the contrary. Language was used to enforce this which was not the least likely to promote good feeling between the two countries. While throughout the whole was the conduct of the British armies misrepresented in every conceivable way. There is little cause for wonder, therefore, human nature being ever ready to take offense, that the moment Germany found herself in political difficulties, the English people and the English press began to retaliate in her own way. The irritation generated in this way has been rising ever since, and the various efforts to allay it seem to have had an exactly opposite effect. Serious people, however, in both countries are becoming aware of the foolishness, if not danger, of what is going on. The visit of the King to Berlin will, it is to be hoped, put an end to the antagonism which is really rooted in nothing deeper than irritation.

### England and Germany

HOWEVER reserved some other of the great nations may be with reference to the matter, France and Germany, at least, are apparently proceeding on the conviction that the more widely knowledge of aeronautics shall be extended and diffused in those countries in the near future the better it will be for their people. Aeronautics are now studied in many of the German colleges, and a chair of aeronautics has just been established in the College of France. The incumbent of this chair, it is said, will be expected to occupy himself mainly with theory, but the technical schools of the republic have already, it should be understood, gone into the practical or mechanical side of air navigation.

In this country, although some of the most successful of the present-day aeronauts are Americans, we seem to be still in doubt with regard to the outcome. There is lacking as yet in the United States anything like a settled belief in aerial navigation to the extent of its being reliable and practical, and, of course, money-making. And it is a noteworthy fact that, while Wilbur Wright has been invited to take the chair referred to, in recognition of the great success he has achieved, he is not among the enthusiasts who believe that the problem at which he is working has been solved.

The present year, nevertheless, will undoubtedly be marked by numerous improvements upon last year's machines. In all countries there is much activity in airship building, and the efforts of all inventors are directed, as if by common consent, to two points in construction; namely, simplicity and durability. In this country some engines of the lightest construction ever attempted are being manufactured for airship propulsion.

The summer will still be young when we shall know how far the aeronauts of the world have progressed.

### For Better North Shore Transportation

THE GREAT need of better transportation on the North Shore has often been voiced by the people of all the suburbs, it has been recognized by the railroad commission, and it is now claiming the attention of the Legislature.

The system now in use falls short of meeting the demands of the North Shore residents even in the so-called dull season; in the busy season it is often productive of delay and discomfort.

A bill has been filed in the Massachusetts House of Representatives which, if passed, will afford a means of transportation between Boston and its North Shore suburbs which will be a boon not merely to the regular residents of that district and to summer cottagers, but to the thousands of city residents who would be glad to make frequent visits to the beaches up that way, if only they could do so at the expenditure of a reasonable amount of time. The bill authorizes the Boston & Eastern Interurban Electric Railway Company to construct a tunnel under Boston harbor, by means of which it proposes to bring its high-speed electric trains from points along the North Shore to Boston proper. The projected line runs in a subway from Postoffice square, which would be the city terminal, down Water and Central streets to the harbor at the foot of Central street, where, by a tunnel running parallel with the East Boston tunnel, the opposite shore will be reached. From East Boston it runs on private right of way to Chelsea, Revere Beach, Saugus, Lynn, Peabody, Salem, Danvers and Beverly.

The plan of the promoters contemplates a carrying capacity of 15,000 passengers an hour, a steel bridge 1450 feet over Chelsea creek, 4800 feet of rock tunnels, and connection at Boston with the elevated system. There is every assurance, it is understood, that the enterprise can be promptly and amply financed. It would seem to be an undertaking that ought to recommend itself to Boston and the North Shore suburbs and to the favorable consideration of the Legislature.

THE NEW senator from New York took occasion to announce at a Washington dinner on Saturday night that he was an "organization man and would be found always close to his party." Mr. Root, however, has views with regard to the extent of party obligations.

MR. RYERSON RITCHIE, executive director of the Boston Merchants Association, in the course of his speech at the banquet of the Business Men's Club of Cincinnati, Tuesday night, remarked that "Our cities and our commercial organizations have suffered while 'captains of industry' have been wholly absorbed in self-seeking pursuits."

This is true. There is little that is wrong in the conduct of our great municipalities today which is not due, directly or indirectly, to the fact that citizens who should have taken a deep and constant interest in public affairs, and made sacrifices in behalf of the public welfare, neglected their duty to the community that they might devote their whole time to selfish ends.

For years it was almost next to impossible to interest the average successful business man in commercial organizations or civic affairs. He would cheerfully pay dues for the maintenance of a commercial association and taxes for the support of a municipality—he would cheerfully contribute to a reform movement—he would be gracious and liberal to an admirable degree—providing he was not asked to give to the community any of his valuable time.

Fortunately, as Mr. Ritchie pointed out, things have changed for the better. The average successful business man has finally awakened to a realization that what concerns the community concerns him, and that he cannot put in a share of his time more profitably to himself than by devoting it to the welfare of the public.

As a consequence great civic associations, for the most part composed of men who are prominent and active in commercial affairs, are now flourishing in many of the larger cities, and are doing an immeasurable amount of good in stimulating not only the industrial but the moral forces of their respective communities.

Wherever the business men have taken their proper place in a community—wherever they have shown not merely a desire but a determination to act the part of good citizens—municipal politics has become cleaner and municipal servants have become more honest and capable.

This, for example, has been the experience of Chicago and of San Francisco. It is certain to be the experience of Boston under the new and better order of things which the merchants association stands pledged to bring about.

### The Progress of Aeronautics

### When Business Men Do Their Whole Duty